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# **Growth Management Committee**

**Tuesday, February 21, 2006  
1:45 PM – 4:00 PM  
212 Knott Building**



## **Florida House of Representatives**

### **Growth Management Committee**

**Allan Bense**  
Speaker

**Randy Johnson**  
Chair

### ***AGENDA***

#### ***GROWTH MANAGEMENT COMMITTEE***

***Tuesday, February 21, 2006***

***1:45 PM – 4:00 PM***

***212 Knott Building***

**I. Meeting Called to Order**

**II. Opening Remarks by Chairman**

**III. Presentations:**

**The Visioning Process: Pathway To A Better Future**

**Robert Grow, O'Meleveny & Myers LLP**

**Co-Founder, Envision Utah**

**Naturally Central Florida**

**Dr. Duane Defreese**

**Hubbs SeaWorld Research Institute**

**Florida Impact Fee Review Task Force Final Report Summary**

**Rip Colvin, Jr., Executive Director**

**Florida Legislative Committee on Intergovernmental Relations**

**A Pay As You Grow Plan for Florida's Future: Implementation Update**

**Thadddeus L. Cohen, Secretary**

**Department of Community Affairs**

**IV. Meeting Adjourned**

# **“THE VISIONING PROCESS: PATHWAY TO A BETTER FUTURE”**

## **House Growth Management Committee**



**Tallahassee, Florida  
February 21, 2006**

**Robert J. Grow  
Sr. Counsel, O'Melveny &  
Myers  
and Envision Utah  
Founding Chair Emeritus  
(rjgrow@omm.com)**

### **Regional Visioning**

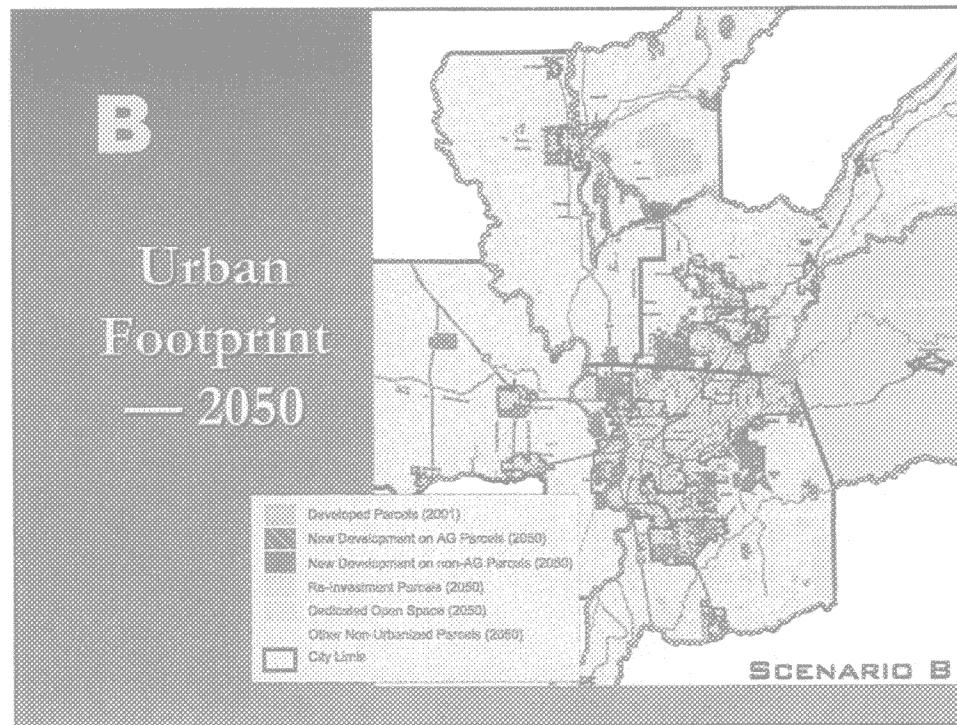
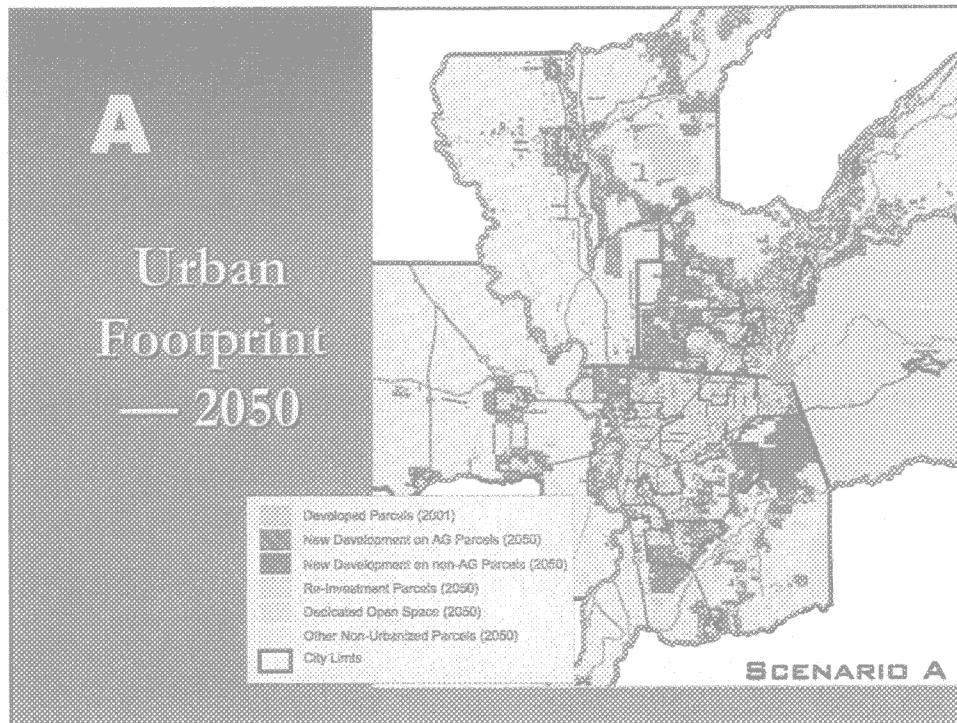
- A national revolution in “scale appropriate” problem solving
- Empowers regions to compete better in the new global paradigm

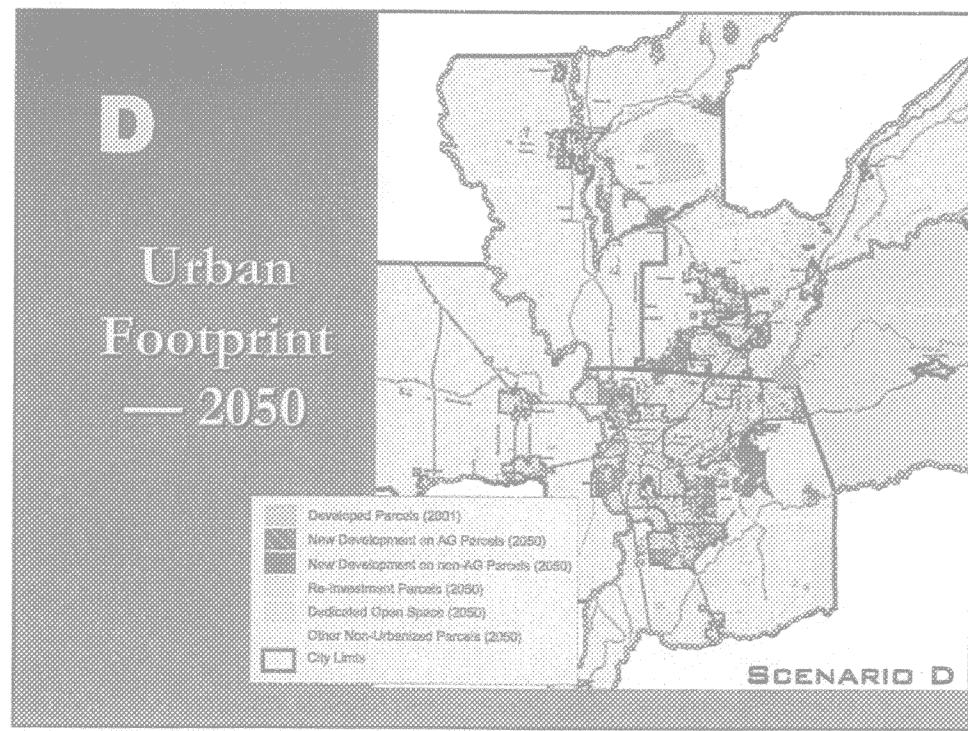
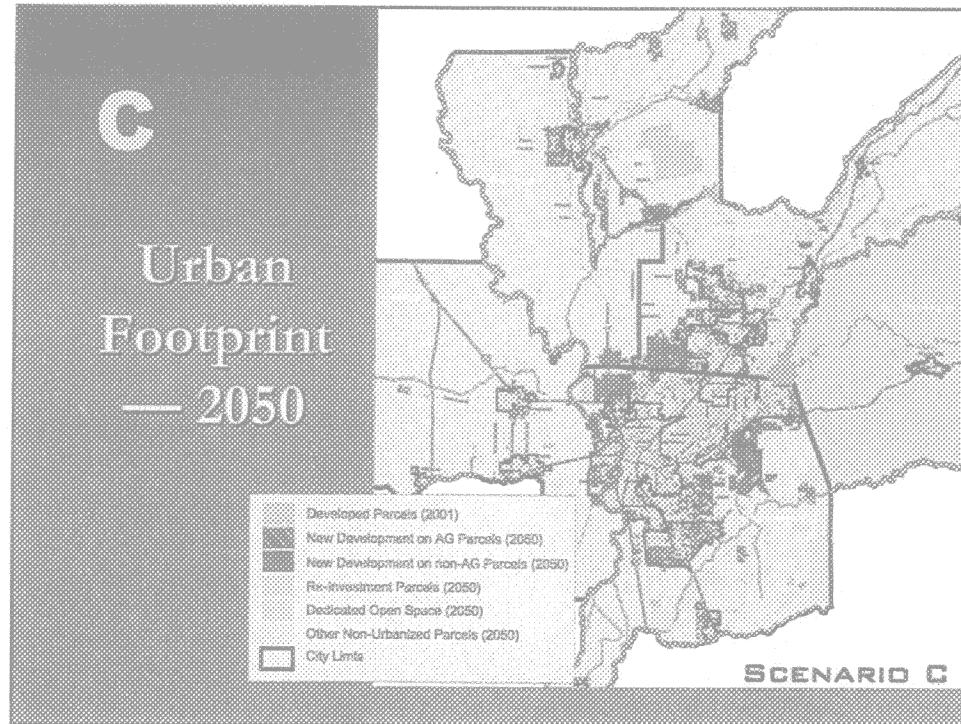
## Why Do Regional Visioning?

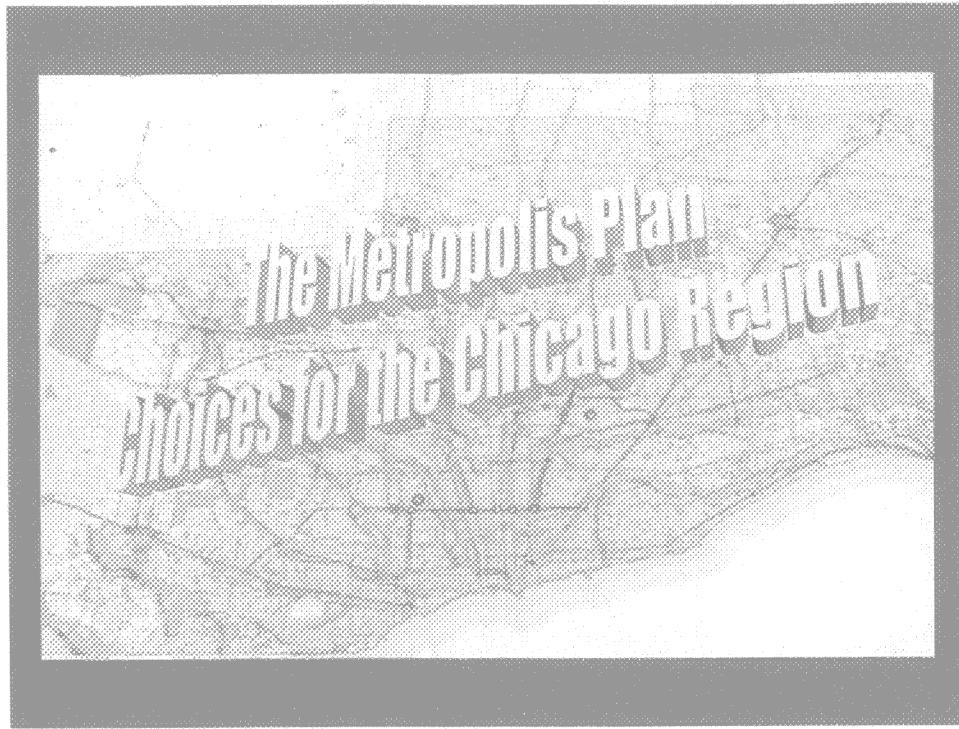
To help the public and today's decision makers understand the consequences of their choices by developing high-level, long-term, alternative scenarios or visions for a region

## Example Regional Visioning Efforts Nationwide

- Atlanta Vision 2020
- Baltimore Vision 2030
- Blueprint Denver
- Cumberland Region Tomorrow
- Envision Central Texas
- Los Angeles
- Envision Utah
- Idaho Smart Growth
- Phoenix Valley Vision 2025
- Portland Metro 2040
- Puget Sound Destination 2030
- Twin Cities Blueprint 2030

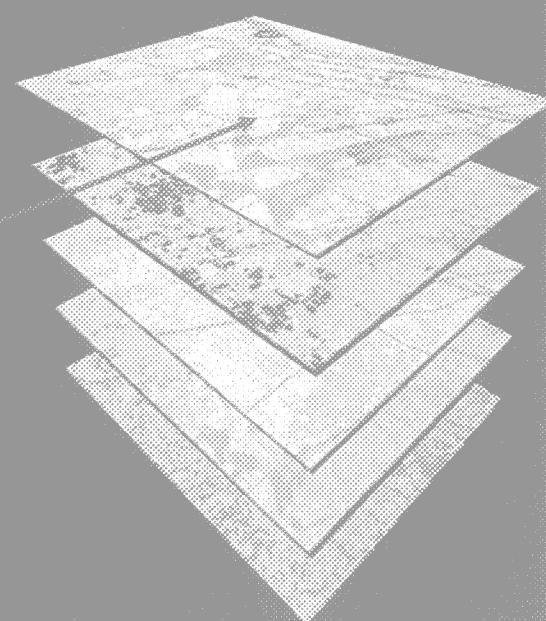






What's  
behind the  
Maps?

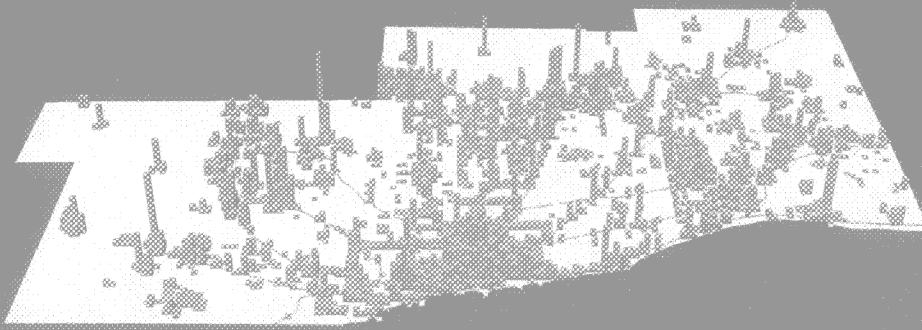
Alternative Designs



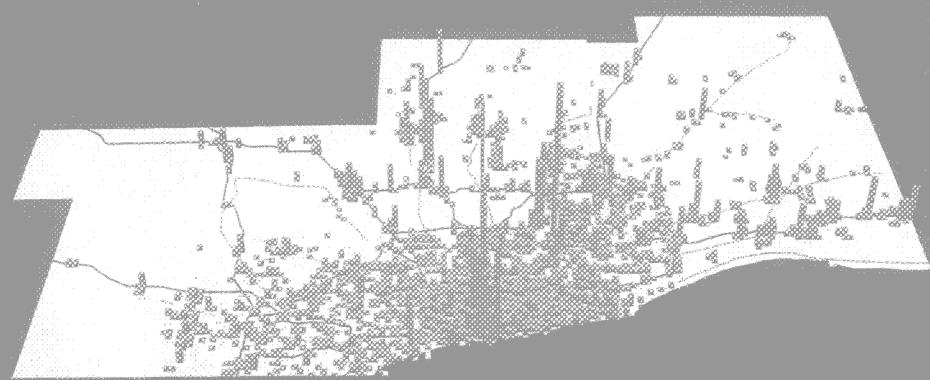
## Household Distribution Business as Usual



## Household Distribution Metropolis Alternative

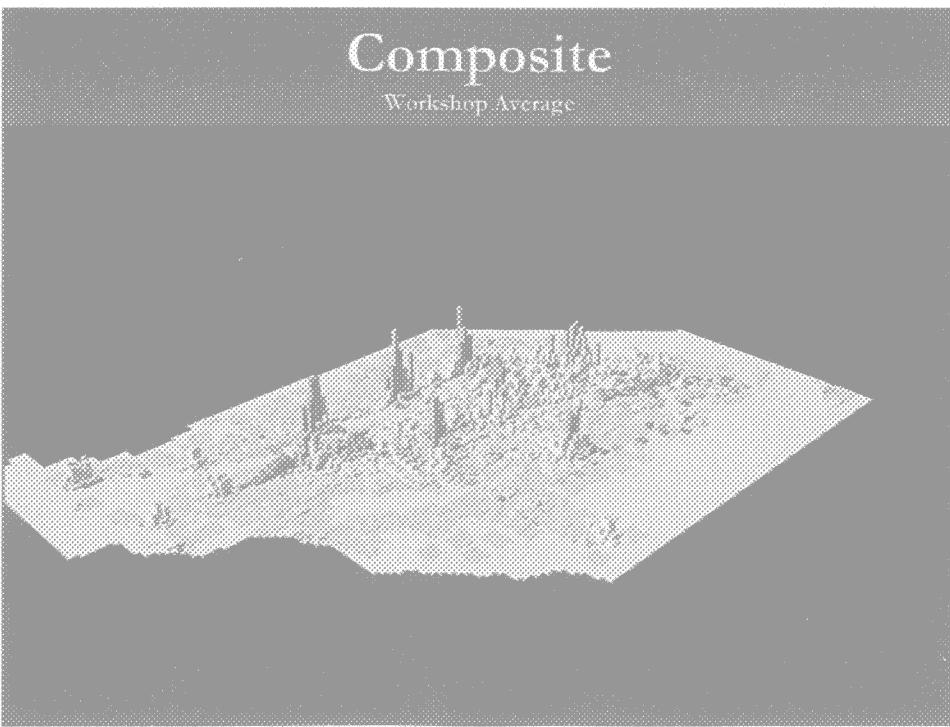
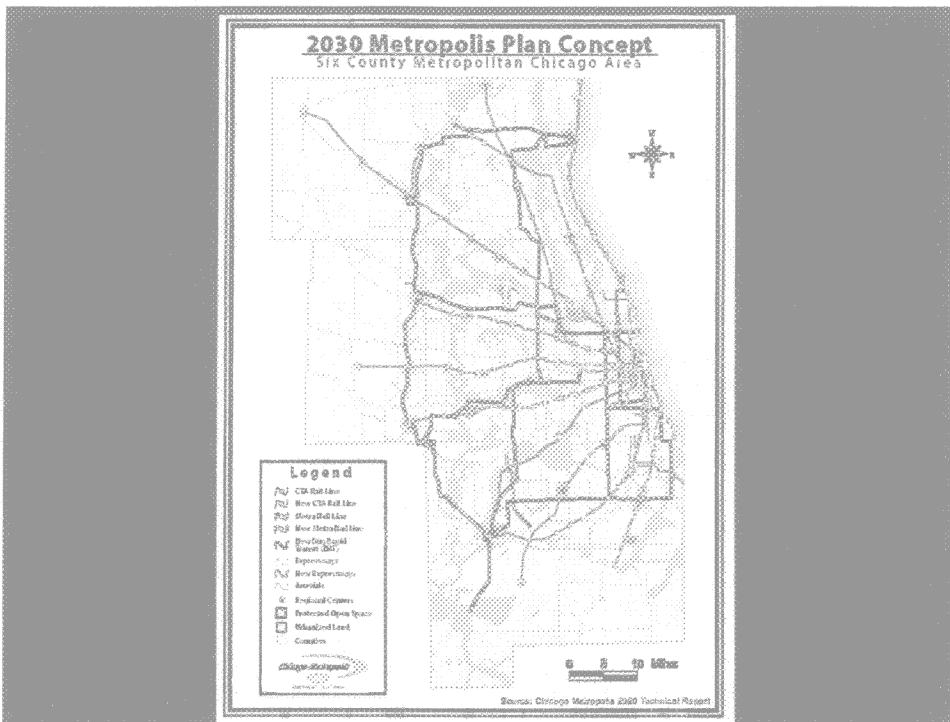


## Employment Distribution Business as Usual



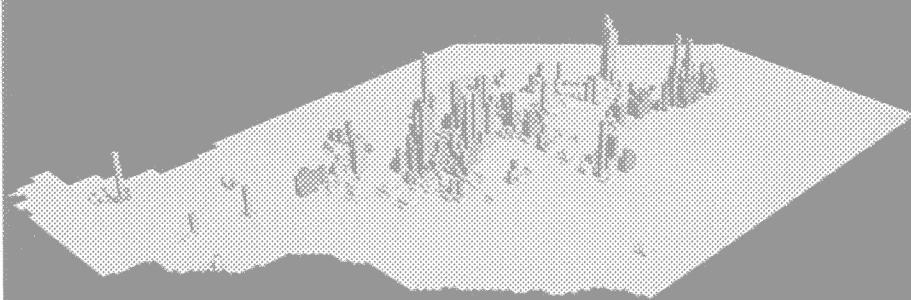
## Employment Distribution Metropolis Alternative





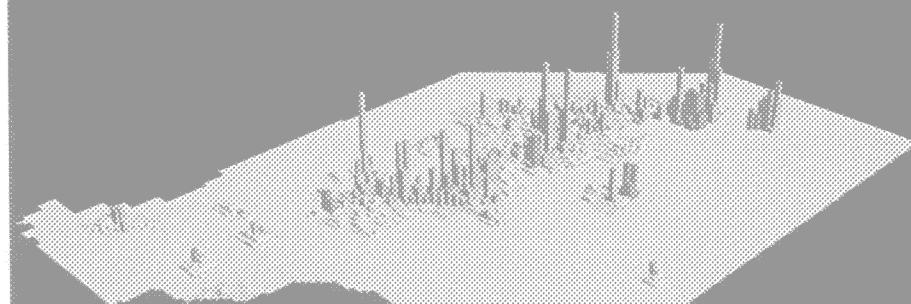
# Composite

Compact Urban

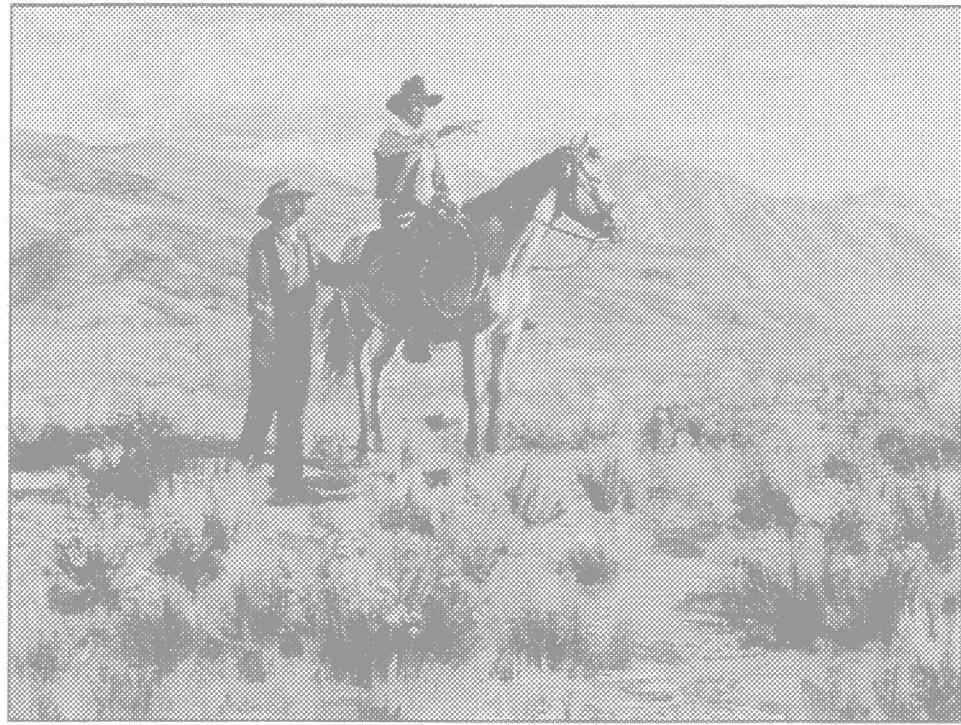


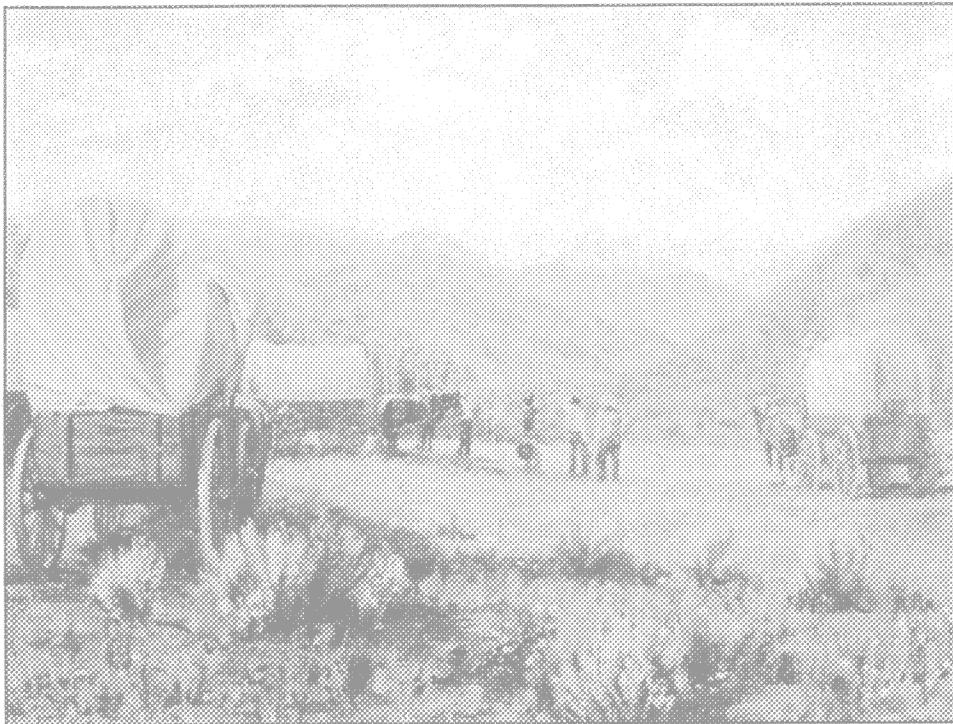
# Composite

Satellite Cities

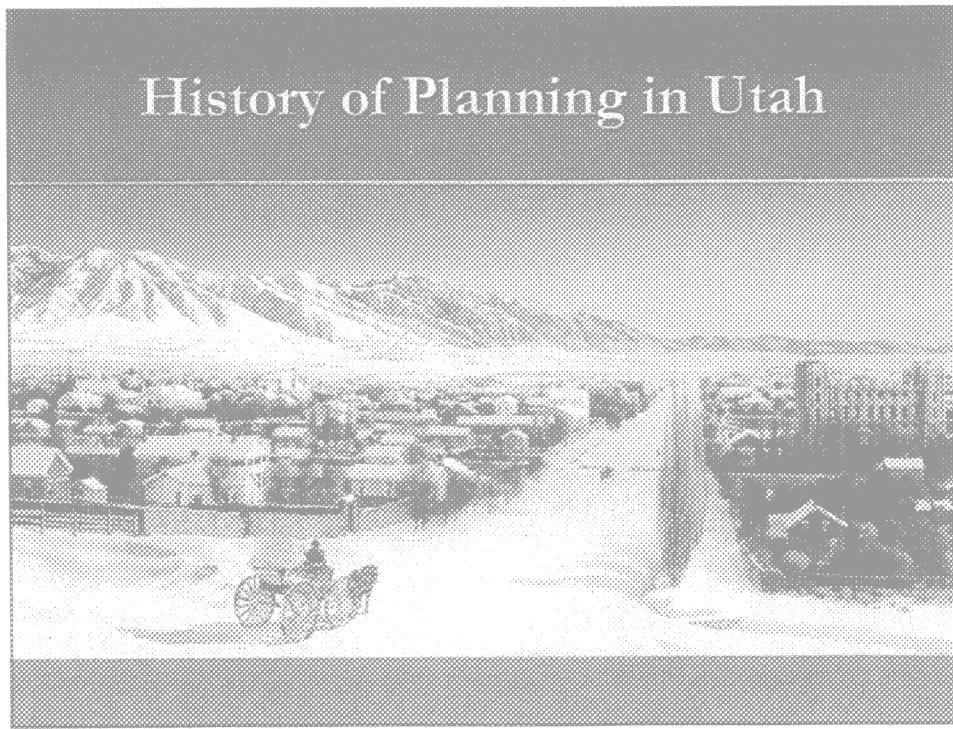


**Los Angeles?**  
**Are you kidding?**





## History of Planning in Utah



## Utah Faced Serious Challenges in 1997

- A million new residents by 2020
- Air quality at risk
- Doubling urban land by 2020
- New water sources needed by 2010
- Crowding and congestion increasing
- Business and personal costs rising
- Infrastructure needs outstripping resources



5 million  
people by 2050

## Greater Wasatch Area

Over 500 City  
Council Members

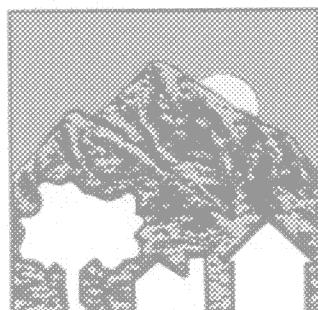
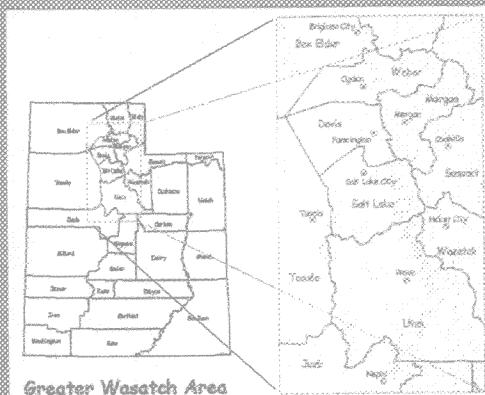
Over 500 Planning  
Commissioners

30 County  
Commissioners

90 Mayors

100's of developers,  
realtors and other  
key stakeholders

- 10 Counties
- 90 Cities and Towns
- 157 Special Service Districts



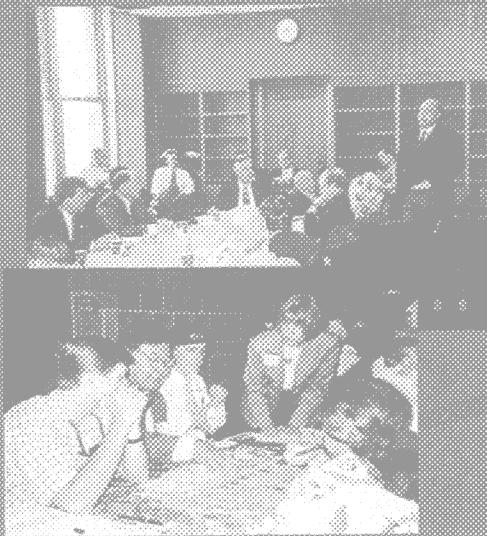
**ENVISION UTAH**  
A Partnership for Quality Growth

Formed in 1997 by the Coalition for Utah's  
Future to evaluate and address growth



## Broad Scope of Community

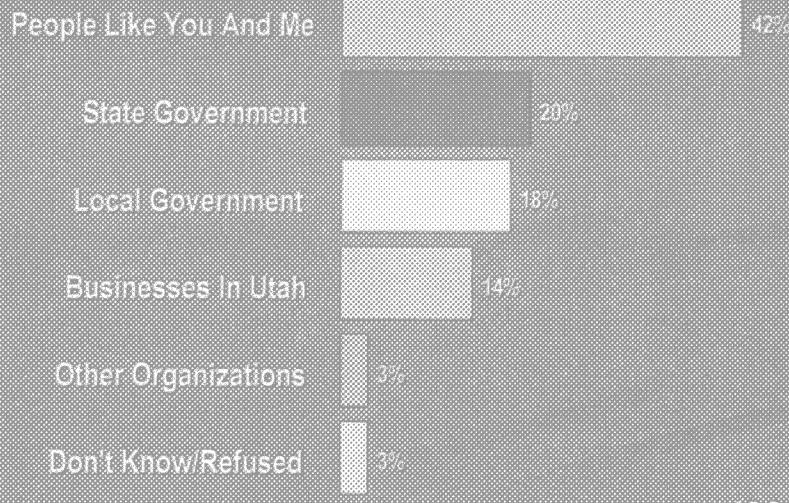
- Business Leaders
- Developers
- Utility Companies
- Local and State Government
- Conservation and Citizen Groups
- Religious Leaders
- Education
- Media



## The Premise of Envision Utah

- The “public” has the right to choose its future—public officials should serve that vision
- The “public” will make good choices if presented with real options

## Who Can Best Deal With Growth Issues?



## Traditional Planning Approach

- Decide – through analysis and research
- Educate – the public about the solution
- Announce – the plan
- Defend – the plan and yourself

## Traditional Planning Approach

- D
- E
- A
- D

## Improved Process

*VALUES (What do people want?)*

*VISION (How will our Region provide it?)*

*STRATEGY (How do we implement?)*

*PLAN*

*FUND*

*BUILD*

## **Values Example from Envision Utah**

### **Objective of the Values Analysis:**

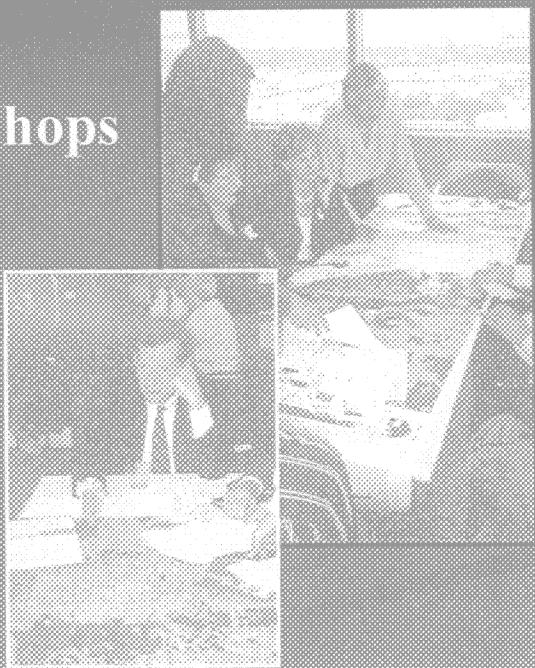
**Determine and prioritize the attributes of future urban environments that will best satisfy fundamental human needs, serve enduring human values, and drive long-term market demand.**

## Starting With Values

- Values are stable and enduring; life's "tides" as opposed to the "waves."
- Values are widely shared and create consensus among diverse groups.
- The desire to satisfy ones' values is the foundation of personal decision making.

## Public Workshops

Hundreds of meetings with thousands of participants



## Public Workshop Findings

- Infill/Reuse Urban Areas
- Protect Wasatch Back
- Provide Rail Transit
- Build Walkable Communities
- Preserve Critical Lands



*Communicating Choices  
for Regional Growth using  
VISTA™  
(Values In Strategy Assessment)*

**WirthlinWORLDWIDE**

Building Measurable Value



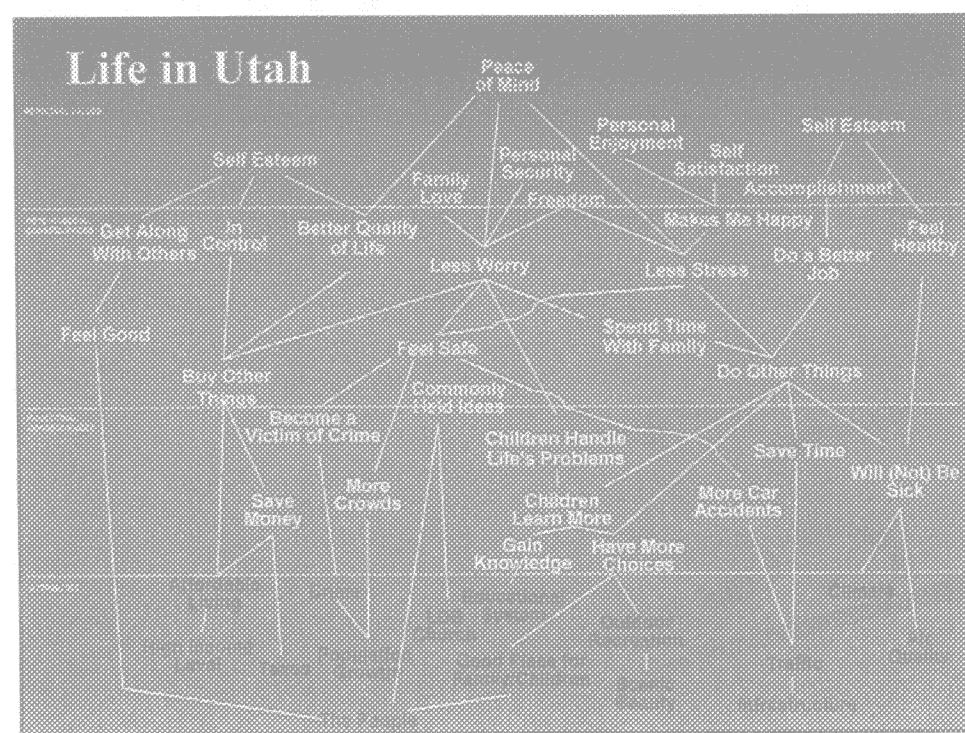
**(Now, Harris Interactive)**

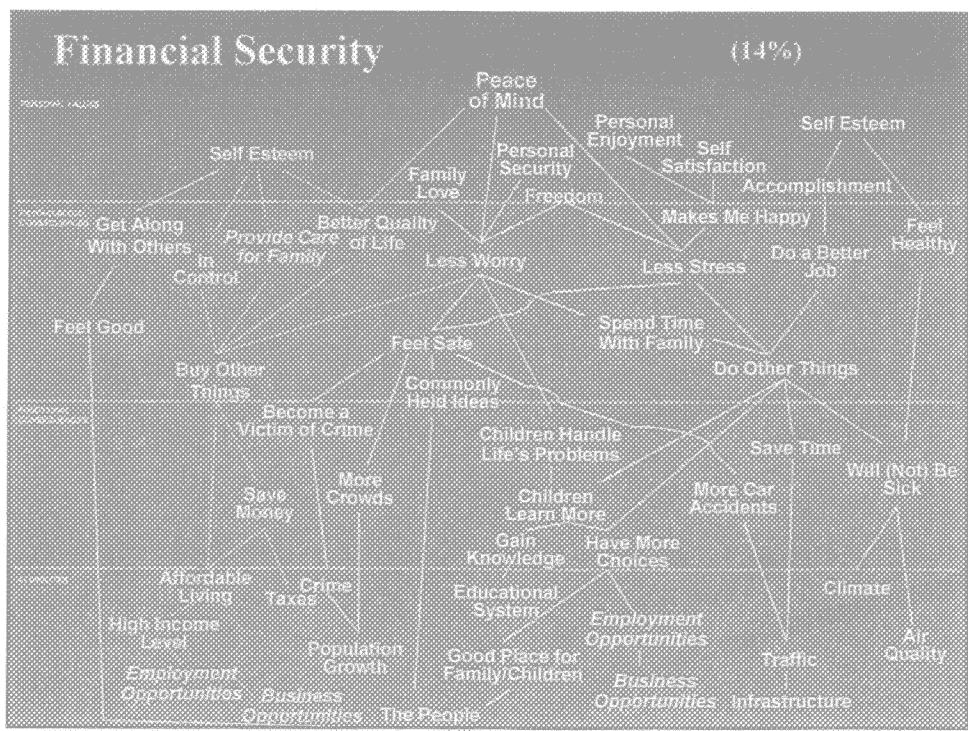
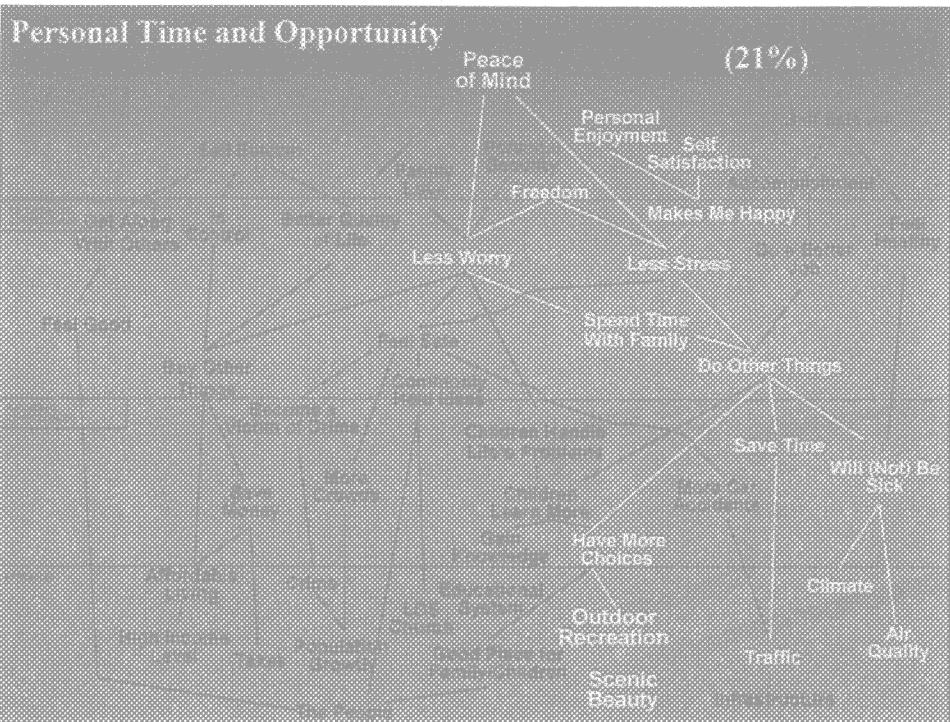
**Major Clients Around the World**

Adidas	IBM
Bayer Pharmaceuticals	Johnson & Johnson
Boeing	Kellogg's
Citigroup	Lloyd's of London
Coca-Cola	Mars
ConAgra	McDonald's
DuPont	Monsanto
Exxon/Mobil	Pfizer
General Electric	Sony
General Motors	Sprint

**Of Fortune's Global 500 Companies,  
we've worked with:**

- 10 of the top 10
- 74 of the top 100
- 190 of the top 500





## Communicating with Values

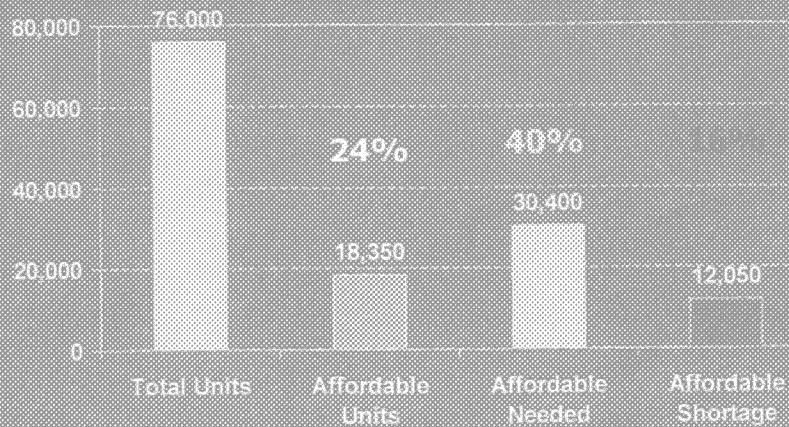
■ Persuade with *Reason*

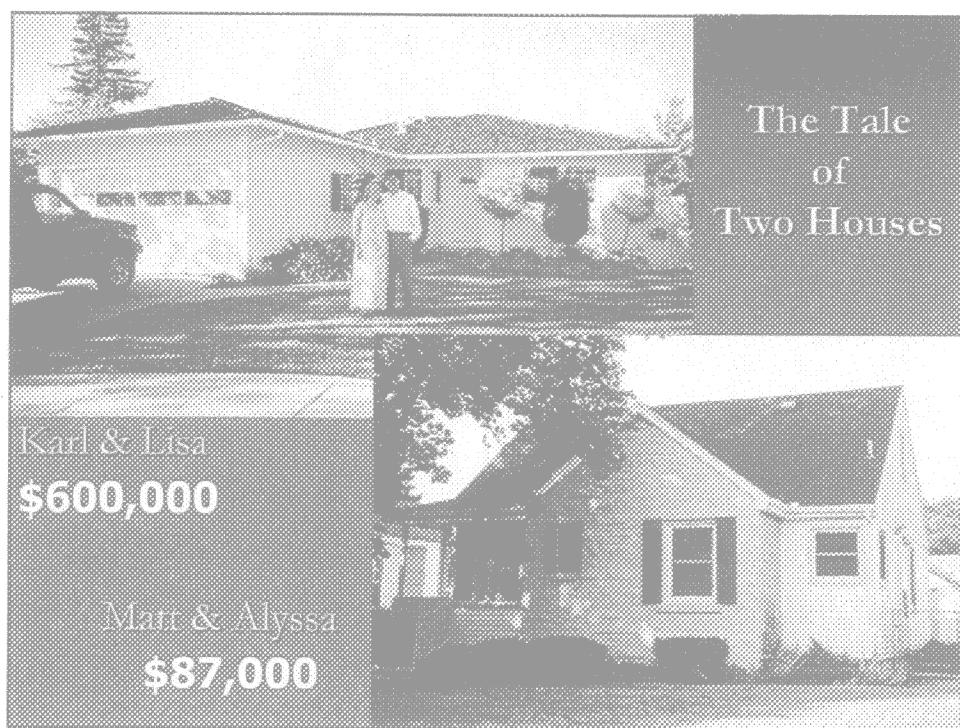
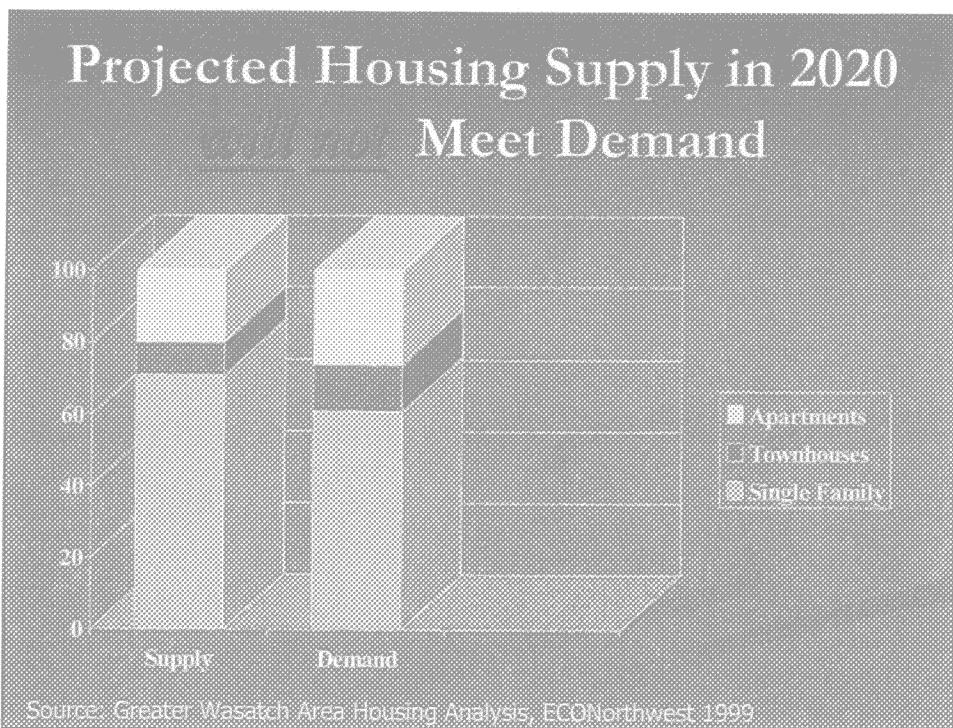
■ Motivate with *Emotion*

### New Housing Units

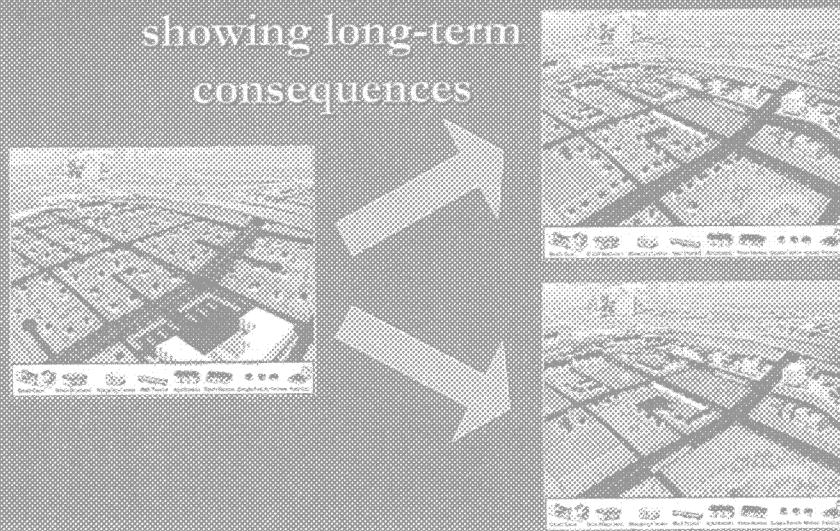
(1996-2002)

52 Utah Cities Over 5,000 Population

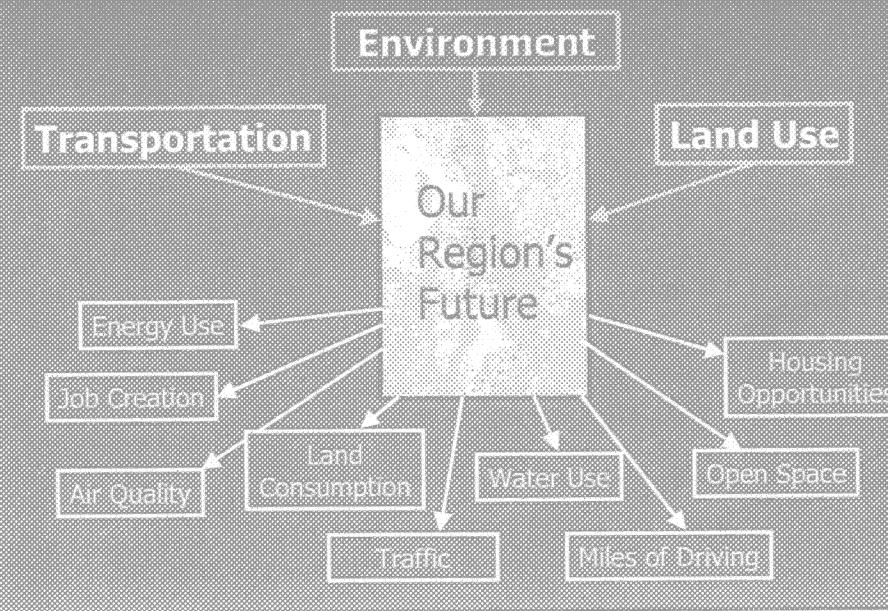




**Scenario Approach:**  
Contrasts today's choices by  
showing long-term  
consequences



## Regional Choices and Outcomes



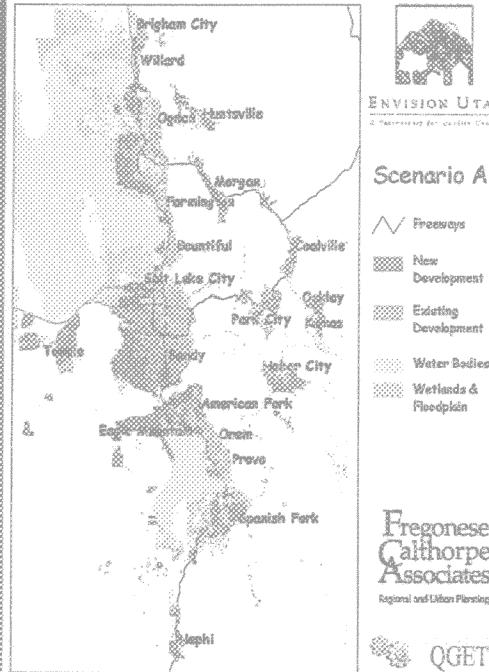
## Scenario A

### New and Existing Development

- Combination of Recent Trends
- Larger lots sizes
- More sprawl-oriented development will occur



Brentwood South Riverfront Ridgepointe Northeast Rockridge Brookhaven Willow Park



ENVISION UTAH  
A Partnership for Quality Growth

### Scenario A

- ~ Freeways
- New Development
- Existing Development
- Water Bodies
- ▨ Wetlands & Floodplain

Fregonese  
Galthorpe  
Associates  
Regional and Urban Planning



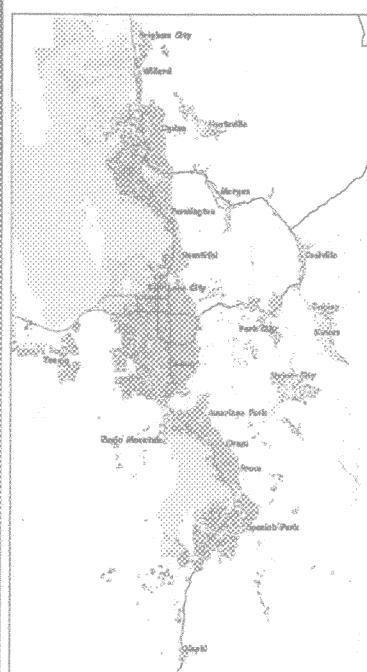
## Scenario B

### New and Existing Development

- Baseline - implemented adopted plans
- Dispersed developmental pattern common in last 30-30 years



Brentwood South Riverfront Ridgepointe Northeast Rockridge Brookhaven Willow Park



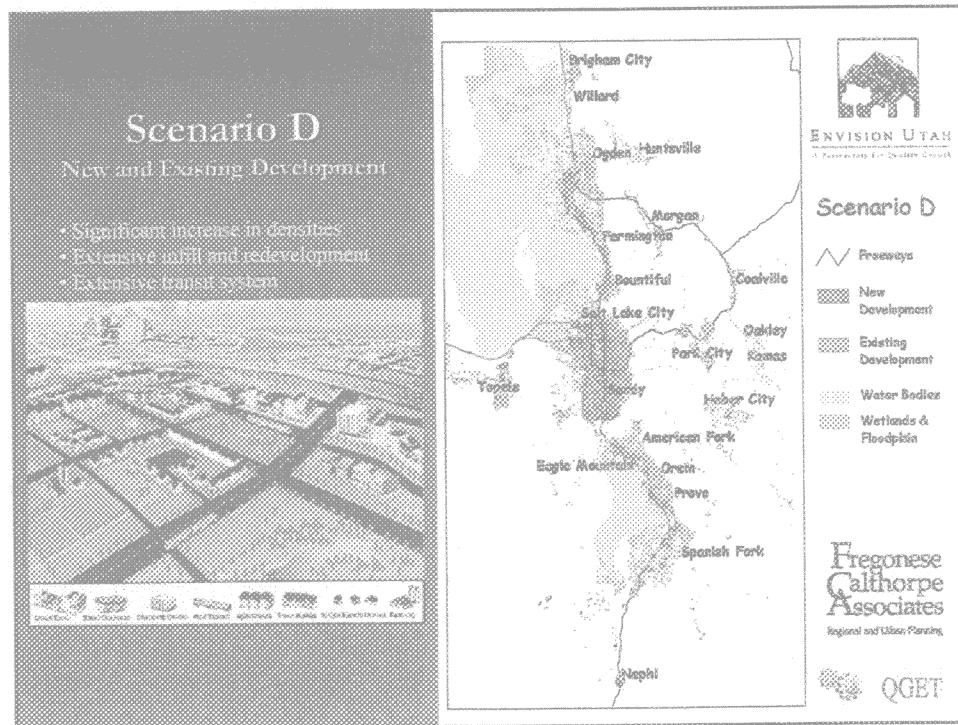
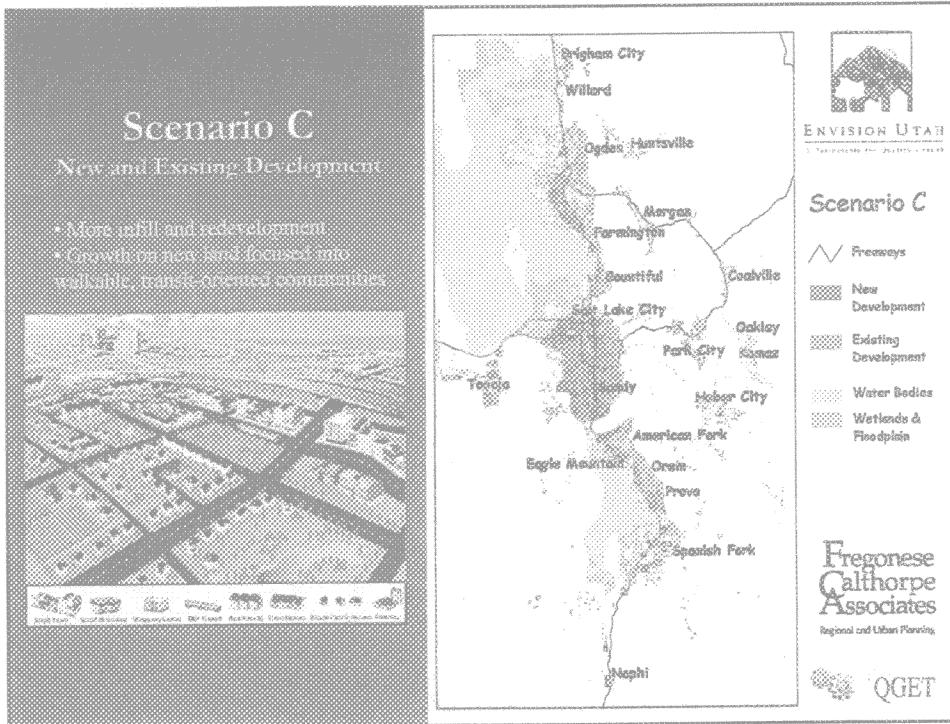
ENVISION UTAH  
A Partnership for Quality Growth

### Scenario B

- ~ Freeways
- New Development
- Existing Development
- Water Bodies
- ▨ Wetlands & Floodplain

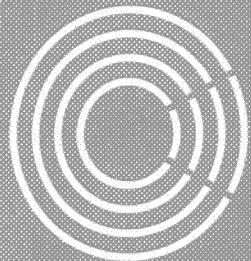
Fregonese  
Galthorpe  
Associates  
Regional and Urban Planning



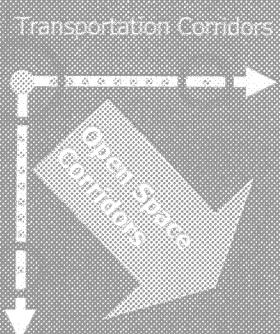


## Growth Models

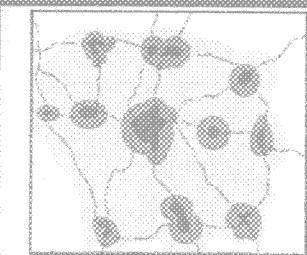
### Accretion



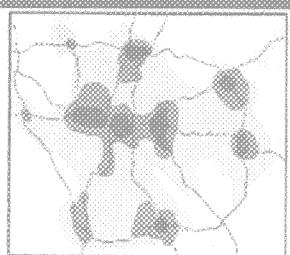
### Corridors



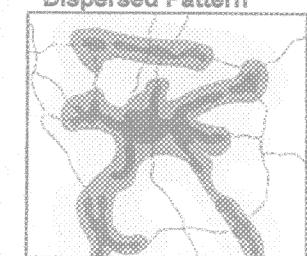
## Develop a Range of Choices



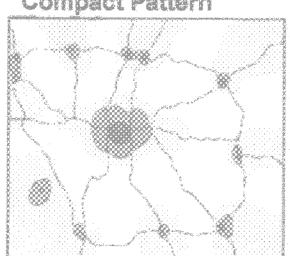
Dispersed Pattern



Compact Pattern

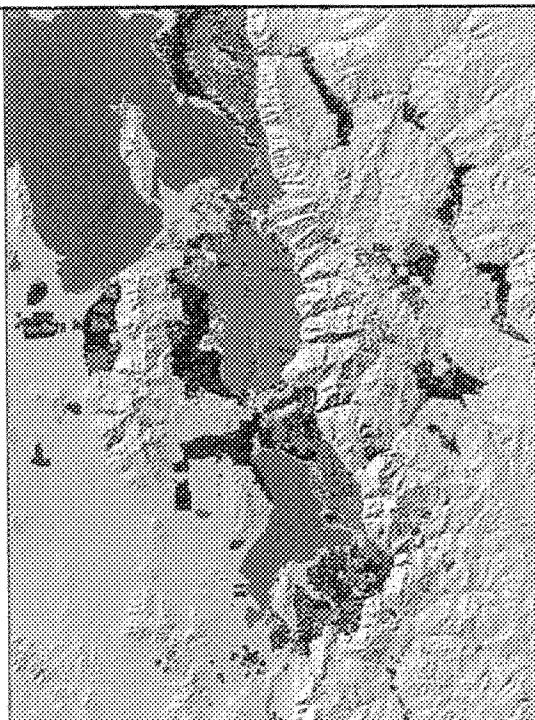
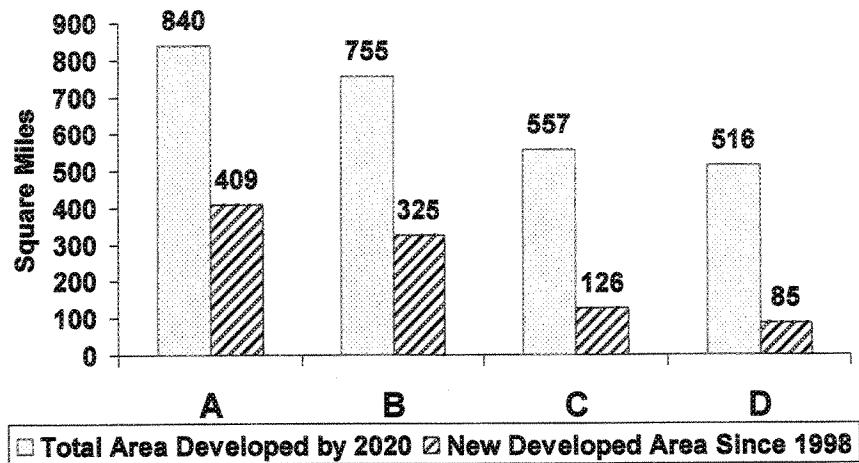


Corridor Pattern



Satellite Pattern

## Land Consumption

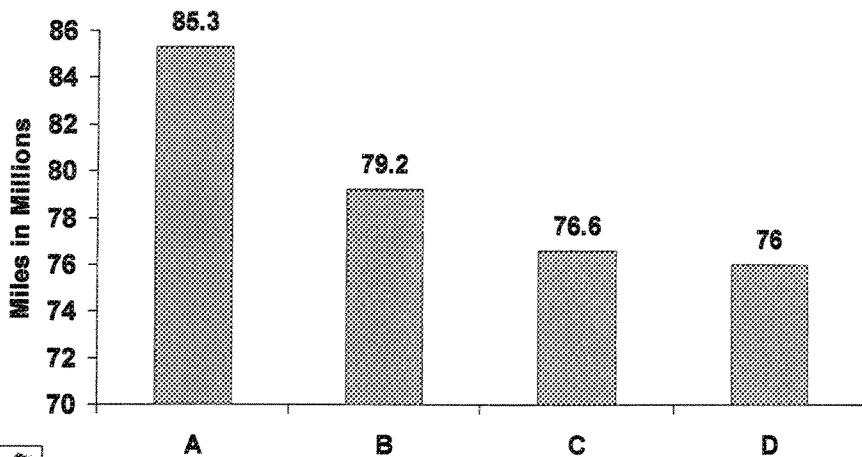


Developed  
Area

- Scenario A
- Scenario B
- Scenario C
- Scenario D

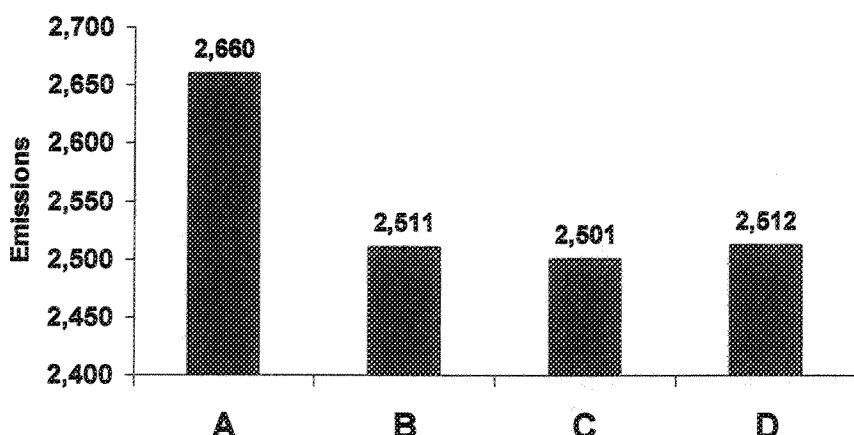
Fregonese  
Galthorpe  
Associates  
Regional and Urban Planning

## Vehicle Miles of Travel Per Day

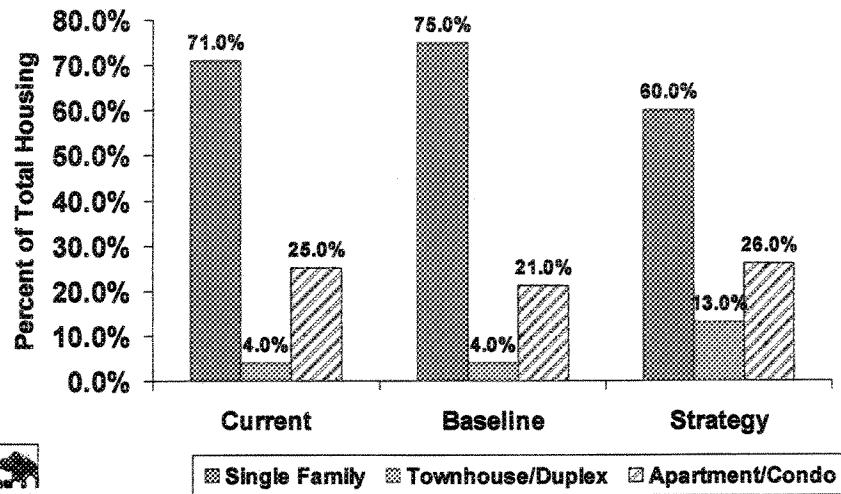


## Total Emissions

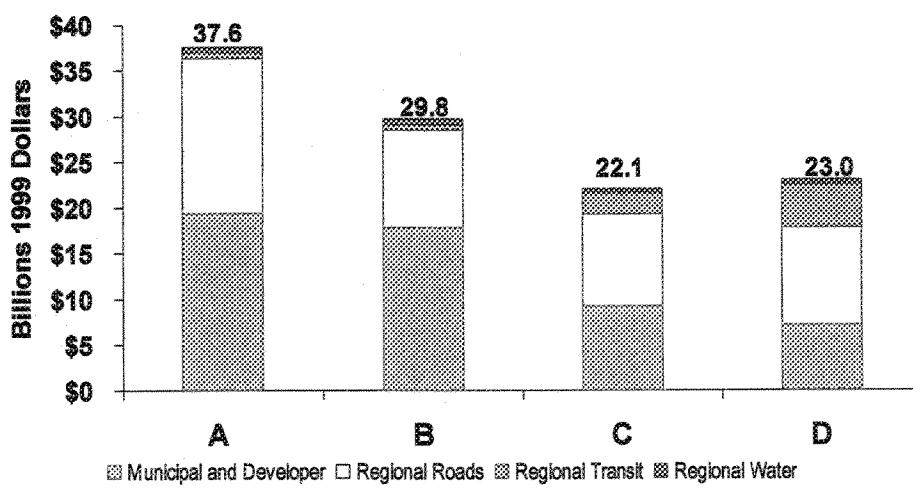
*Tons Per Day*



## Housing Mix: Current and 2020

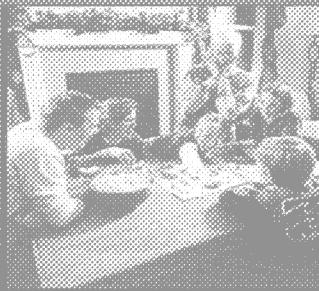


## Total Infrastructure Costs



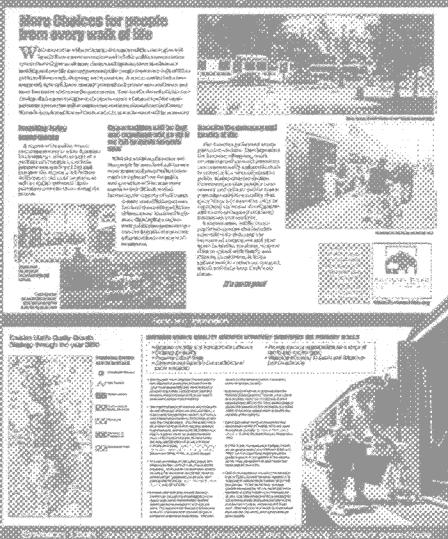
# PUBLIC AWARENESS EFFORTS

## Television, Radio and Newspaper



**Let's start today  
creating more regional  
public transportation choices**

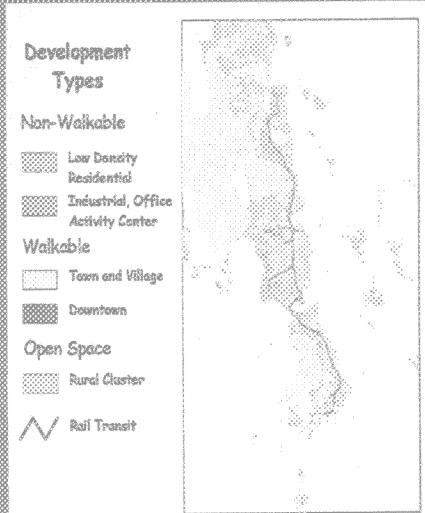
**PRINTS & ENGRAVINGS**



## Choosing a Scenario (Weighted vs. Unweighted Results)

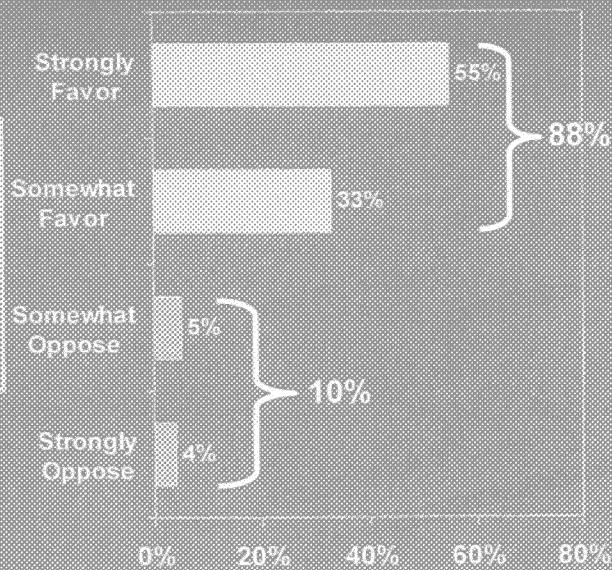
## QUALITY GROWTH STRATEGY: Six Goals, 42 Strategies

- Enhance Air Quality
- Increase Mobility & Transportation Choices
- Preserve Critical Lands
- Conserve Water Resources
- Provide Housing Opportunities
- Maximize Efficiency in Public Infrastructure Investments

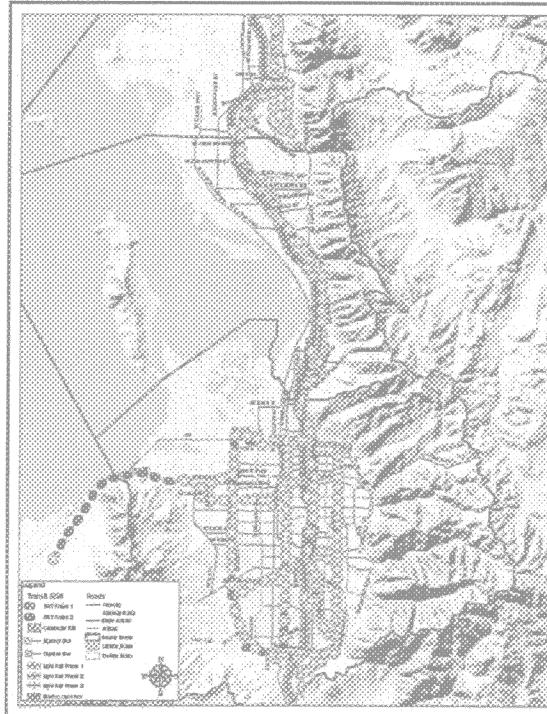
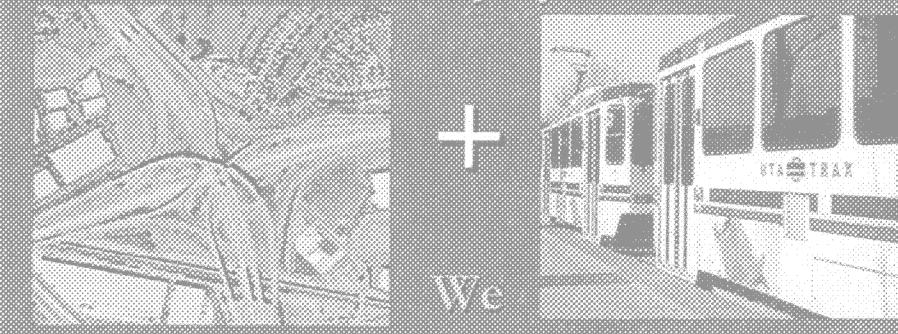


## Utah's Public Transportation

*Q13: Do you favor or oppose the EXPANSION of light rail, often referred to as Trax...?*



# The Long Range Plan Integrates Roads and Transit A Complete Mobility System



## Estimated Statistics between Salt Lake, Davis and Weber Counties:

acres within  $\frac{1}{2}$  mile of transit nodes:

80,000 acres

Housing units within  $\frac{1}{2}$  mile transit nodes @ 8 DU/acre on half of the acres:

320,000 units

Population estimate @ 3 persons per household:

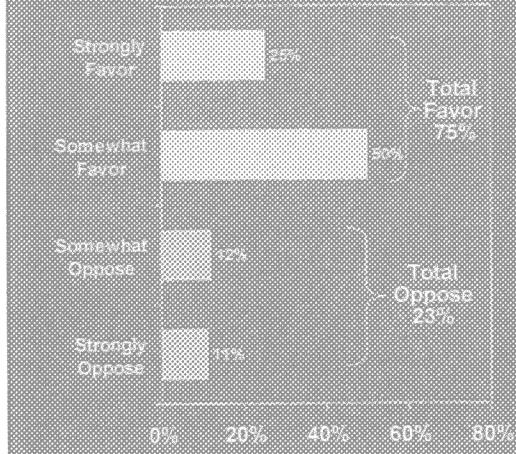
960,000 people

**80,000 Acres = 125 Square Miles**

## Utah's Housing Options

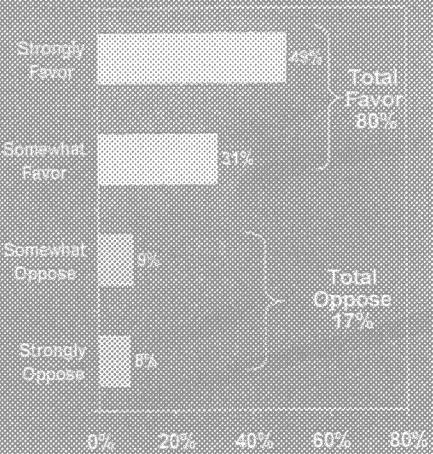
*Q7: Do you favor or oppose building a variety of housing options such as town homes, condos and apartments in your community to accommodate the increased number of young and older Utahns?*

### Housing Age Accommodations

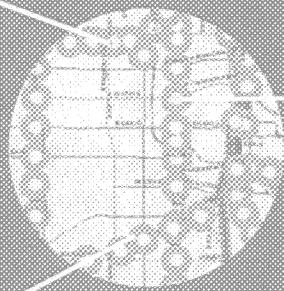


*Q8: Do you favor or oppose that each community, including yours, should have housing options that accommodate income levels for police officers, school teachers, nurses, and fire-fighters?*

### Housing Income Accommodations



## Employment Centers

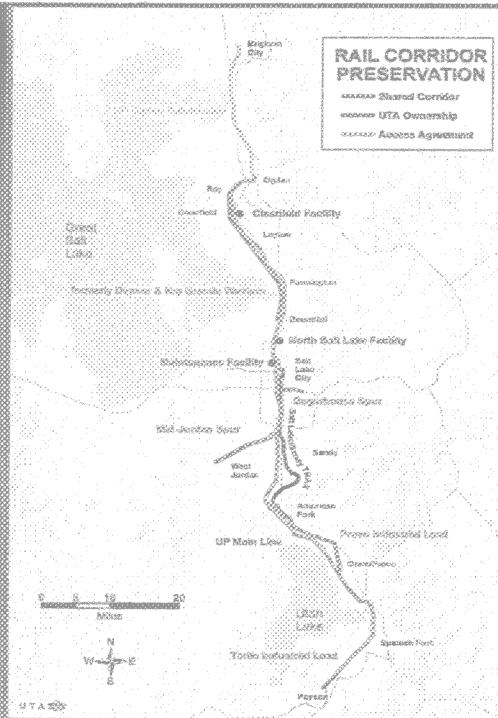


## Housing opportunities

## Walkable Mixed-Use Villages

## Future Transit

- \$185 million
- Purchased 175 miles of rail right-of-way
- Created nine future transit corridors



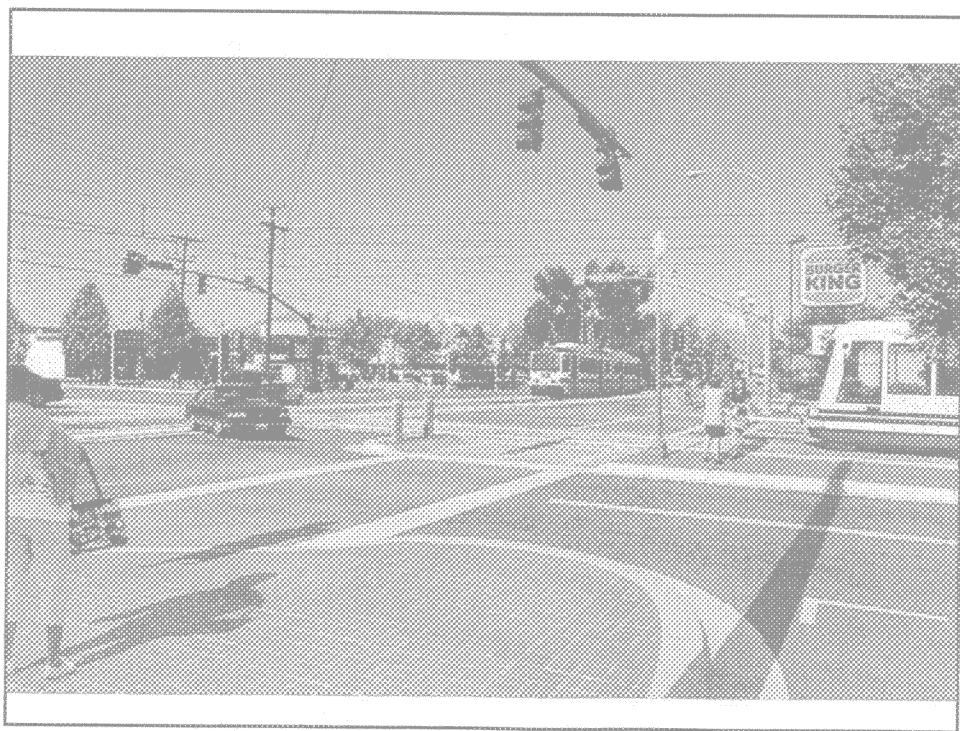
**Kennecott Land**

Building enduring communities

## The Visioning Process

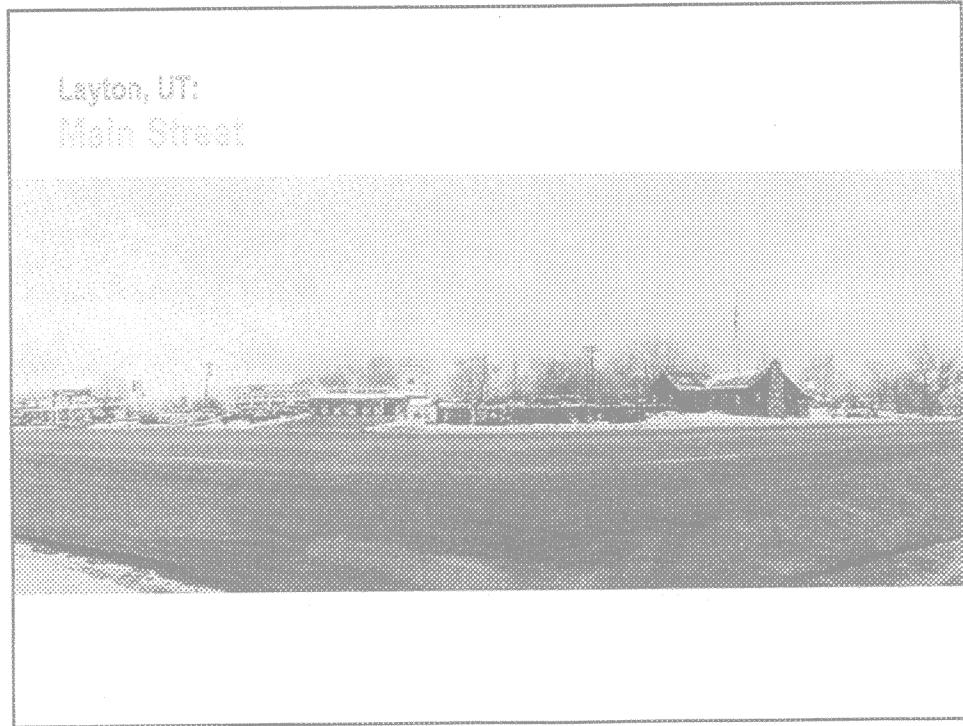
- Is guided by a large, trusted, and diverse group of regional stakeholders
- Uses regional scenarios to provide the public with clear choices about the future
- Relies on community values to find common ground, create scenarios, communicate choices, and build consensus

## Communicating a Vision to the Public





Layton, UT:  
Main Street



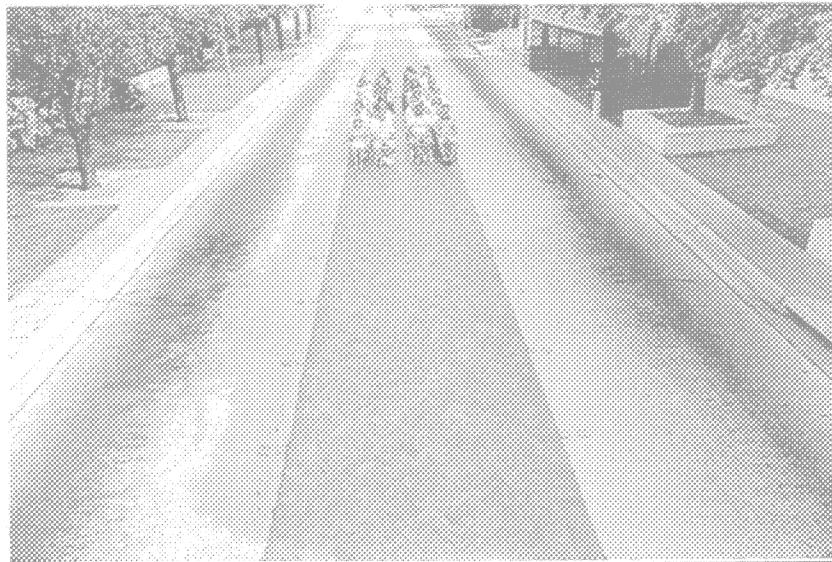
Layton, UT:  
Main Street



Layton, UT:  
Main Street



## Transit Benefits Everyone



“Make no little plans; they have  
no magic to stir men’s blood....  
Make big plans; aim high  
in hope and work....”

Daniel Burnham

## Great Partnerships

Pursue the fulfillment of widely-shared desires, aspirations, hopes and dreams, not only for ourselves but for future generations

## Growth in Utah will Continue

**Envision Utah is Working to Keep Utah Beautiful, Prosperous and Neighborly for Future Generations**



# Spacer

## Designing “Great Places”: Building Blocks of Scenarios



## Environment at the Community Scale

Parks

Open Space

Recreation

Sensitive Areas



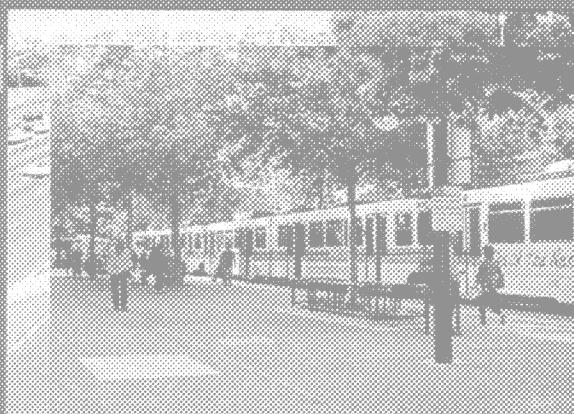
## Transportation at the Community Scale

Pedestrian

Bicycle

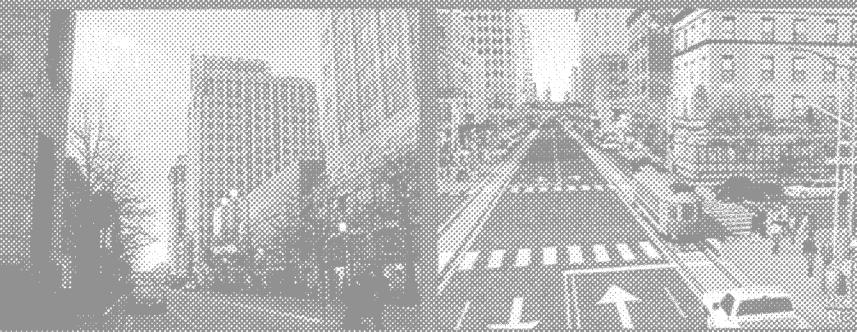
Roads

Rail

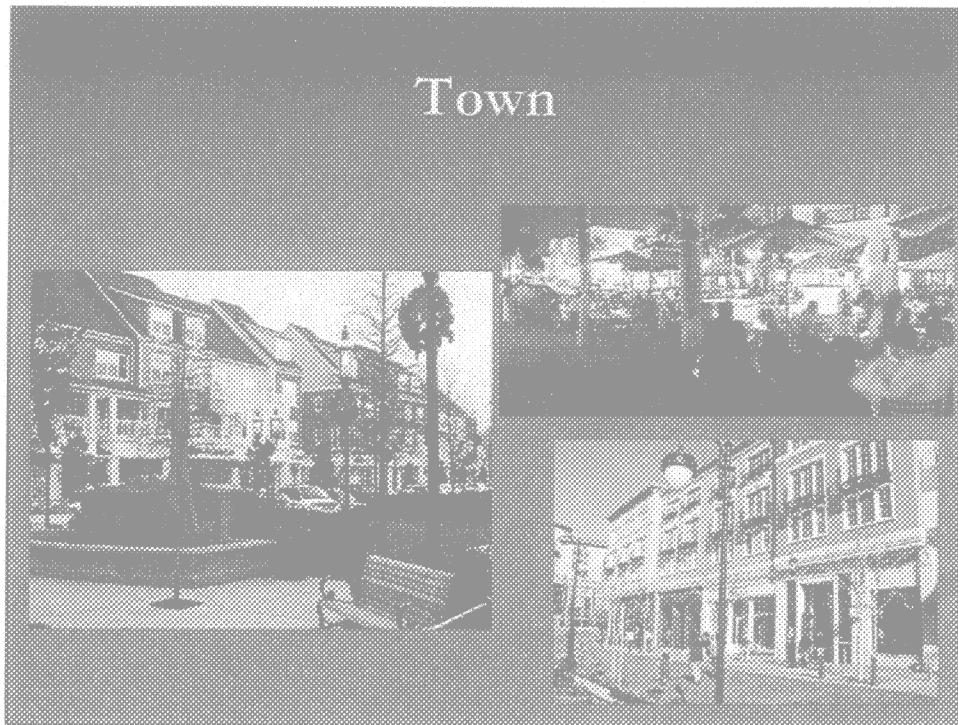


The “Great Places”  
are  
an Inventory of  
Building Blocks for  
Realistic Scenarios

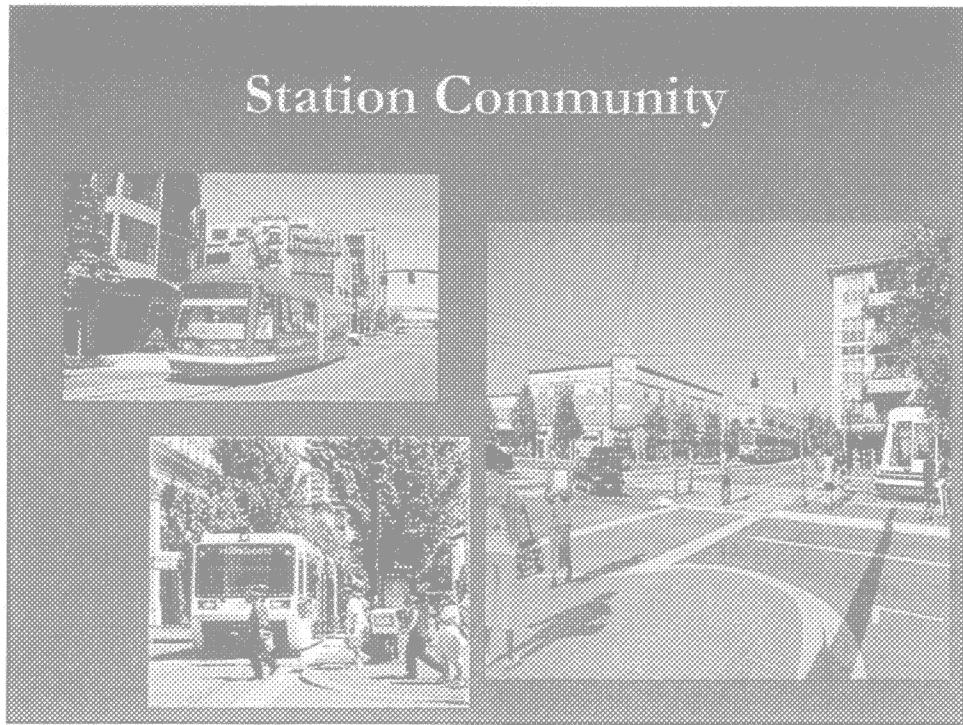
City Center



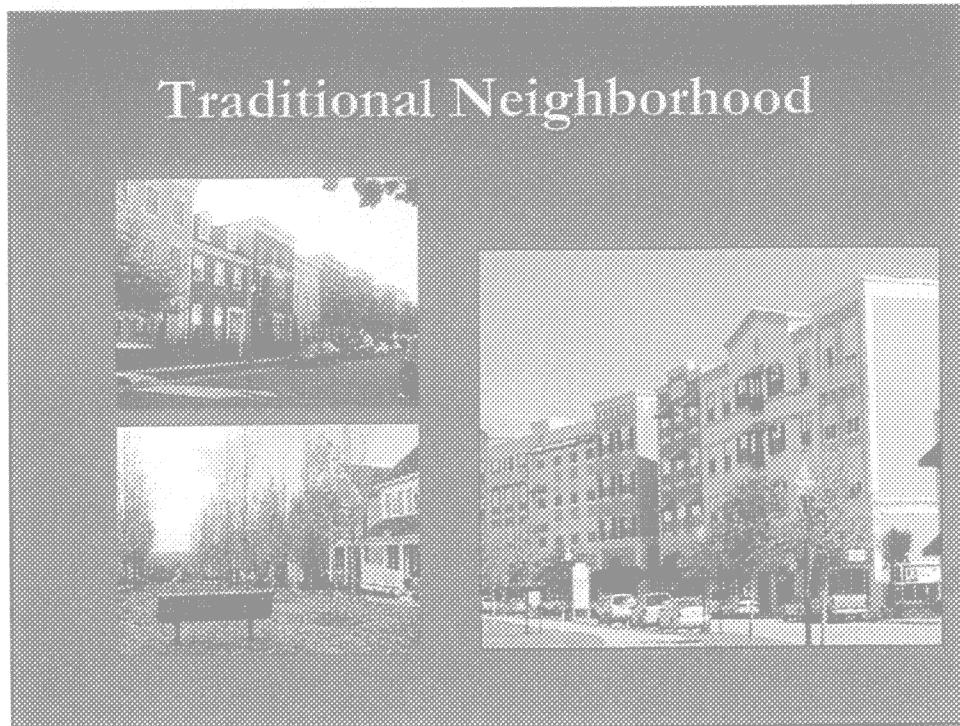
## Town



## Station Community



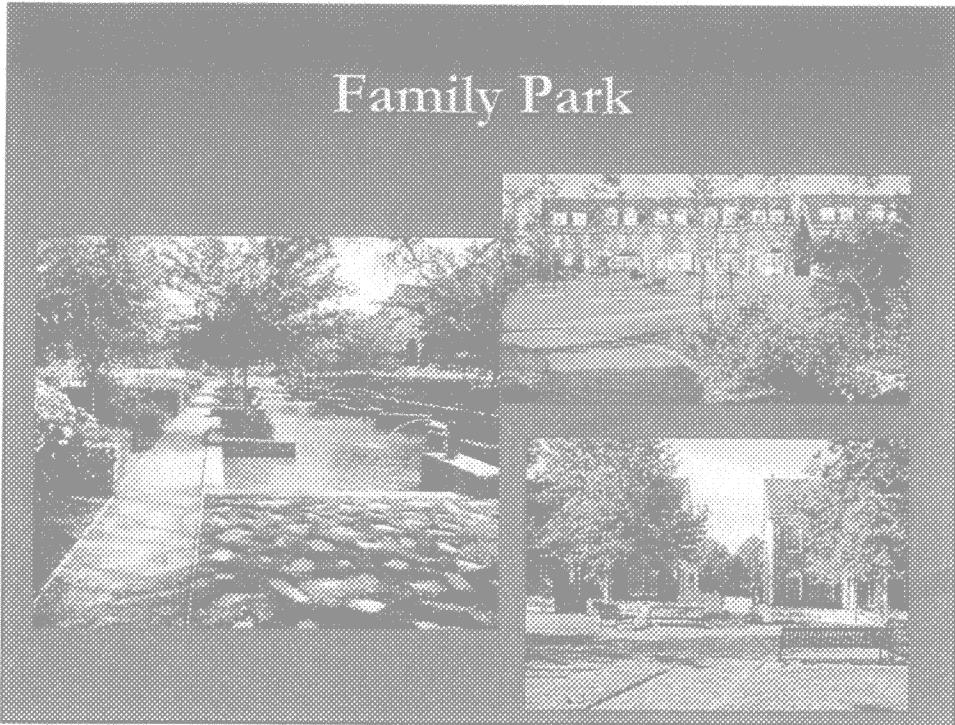
## Traditional Neighborhood



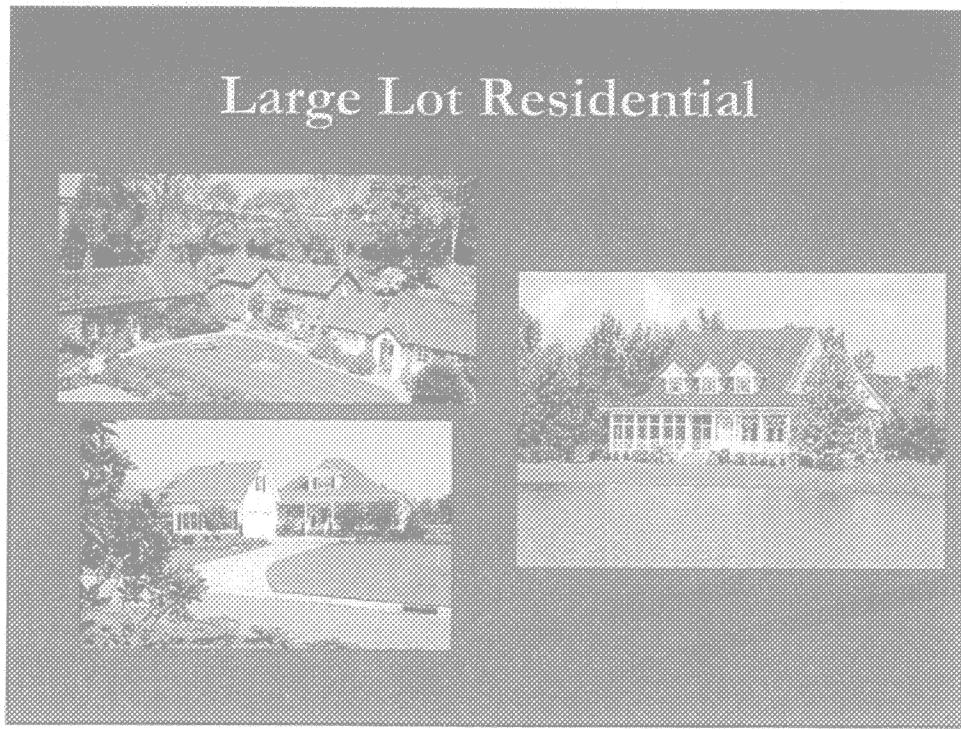
## Compact Neighborhood



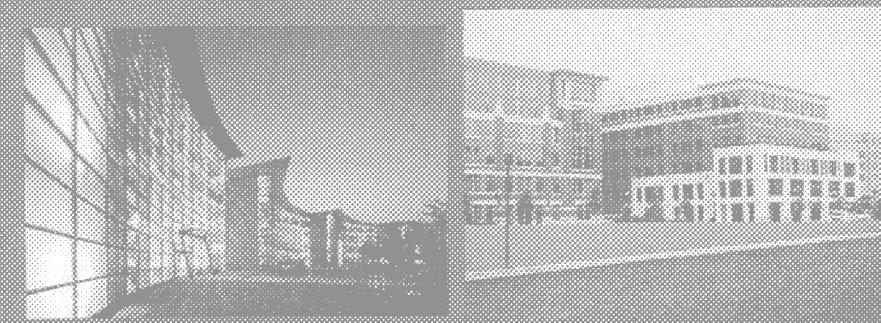
## Family Park



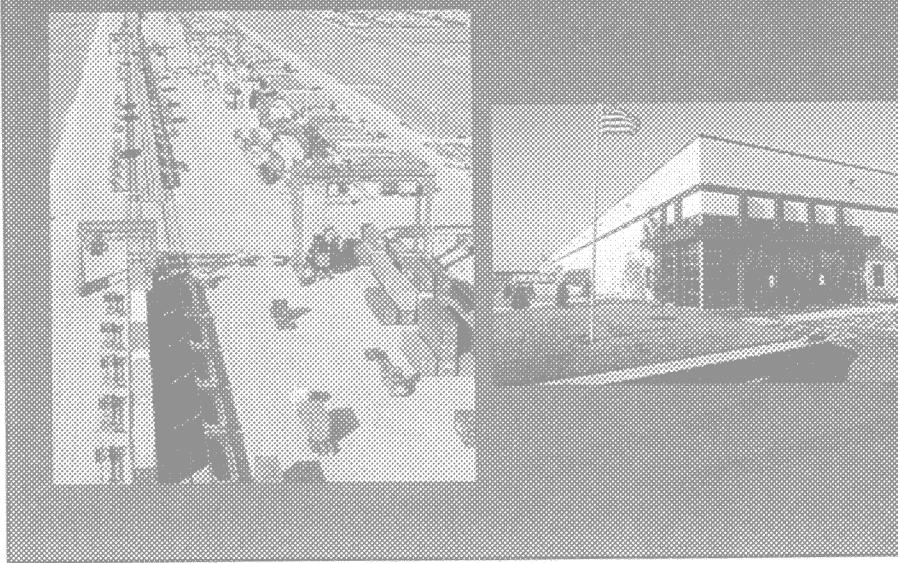
## Large Lot Residential



## Office Park



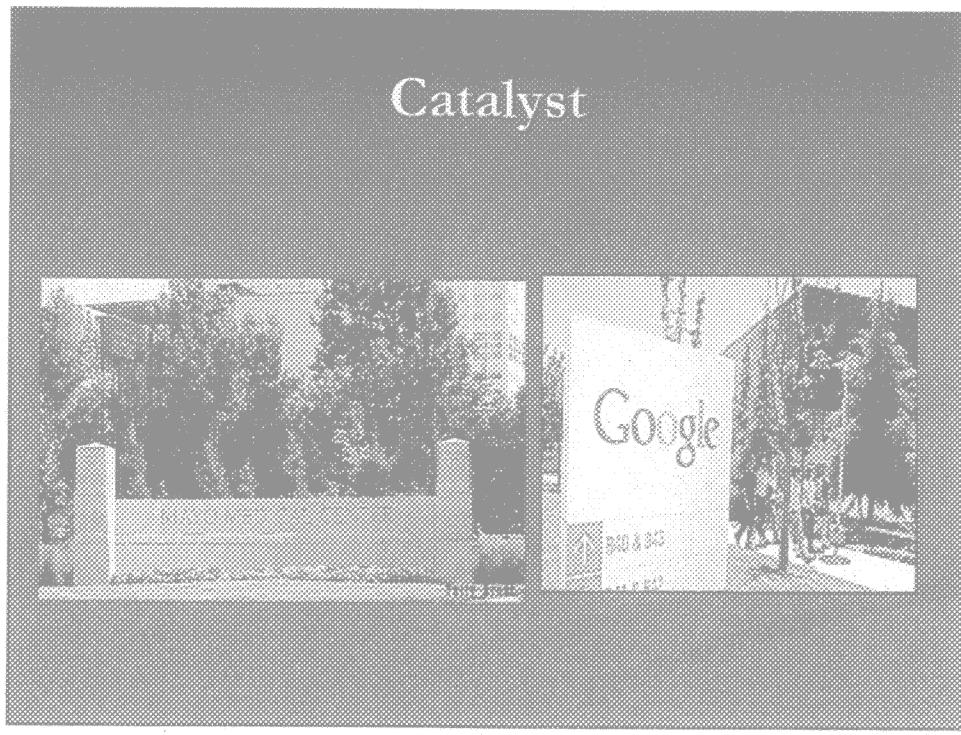
## Industrial

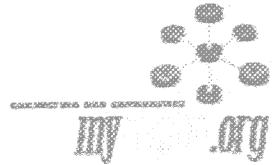


# University

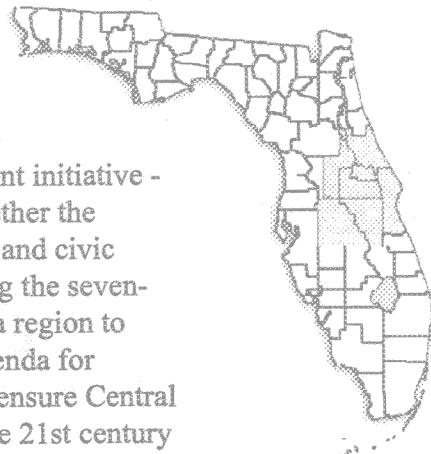


# Catalyst





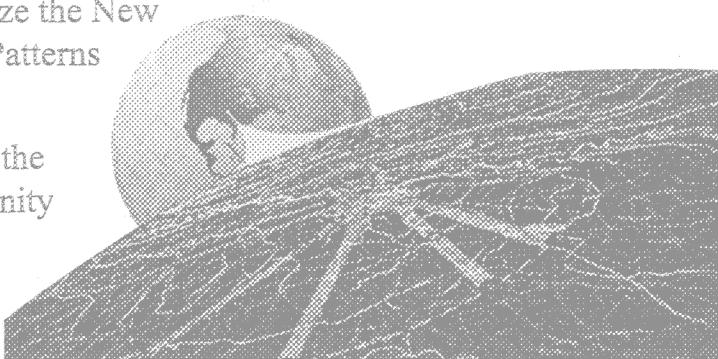
A regional development initiative - designed to bring together the business, government and civic leadership representing the seven-county Central Florida region to develop a regional agenda for thought and action to ensure Central Florida's success in the 21st century global marketplace.

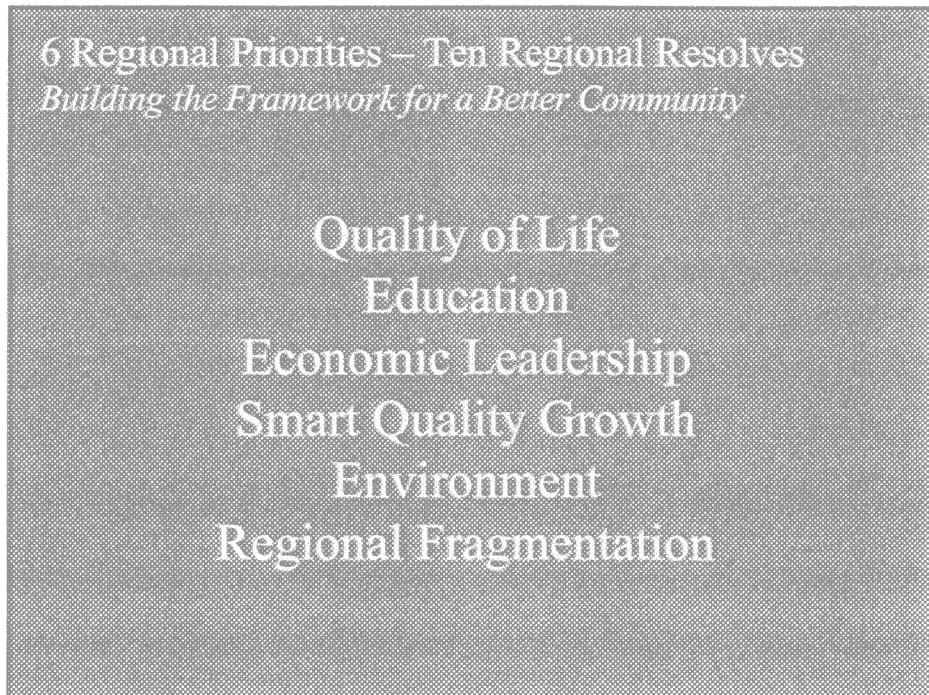


**Michael Gallis & Associates (Charlotte, NC)**  
*Strategic Planning for 21<sup>st</sup> Century Communities*

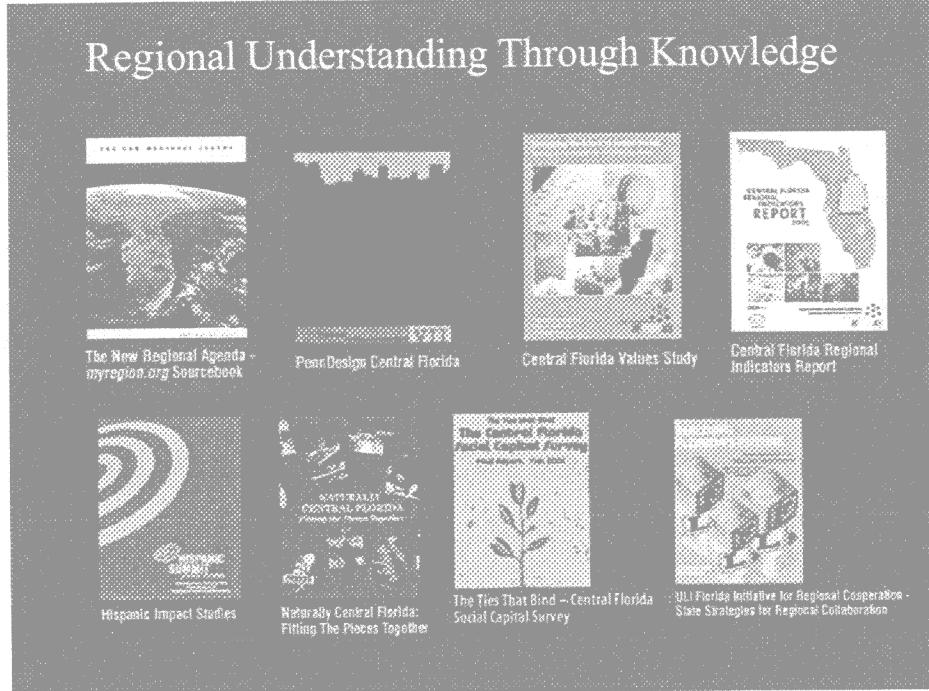
- Understand the Forces  
Creating Change
- Recognize the New  
Global Patterns
- Capture the  
Opportunity

*[www.myregion.org](http://www.myregion.org)*

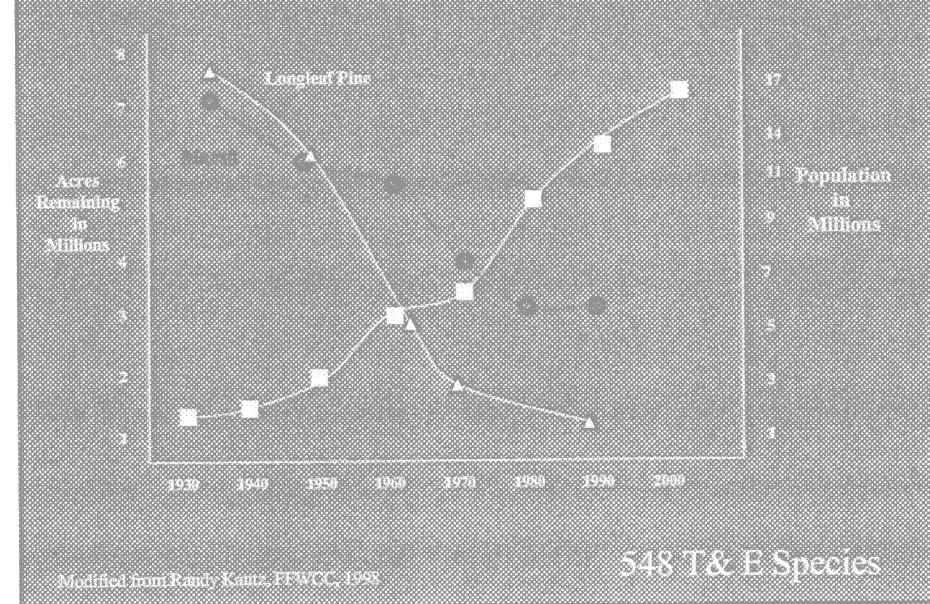


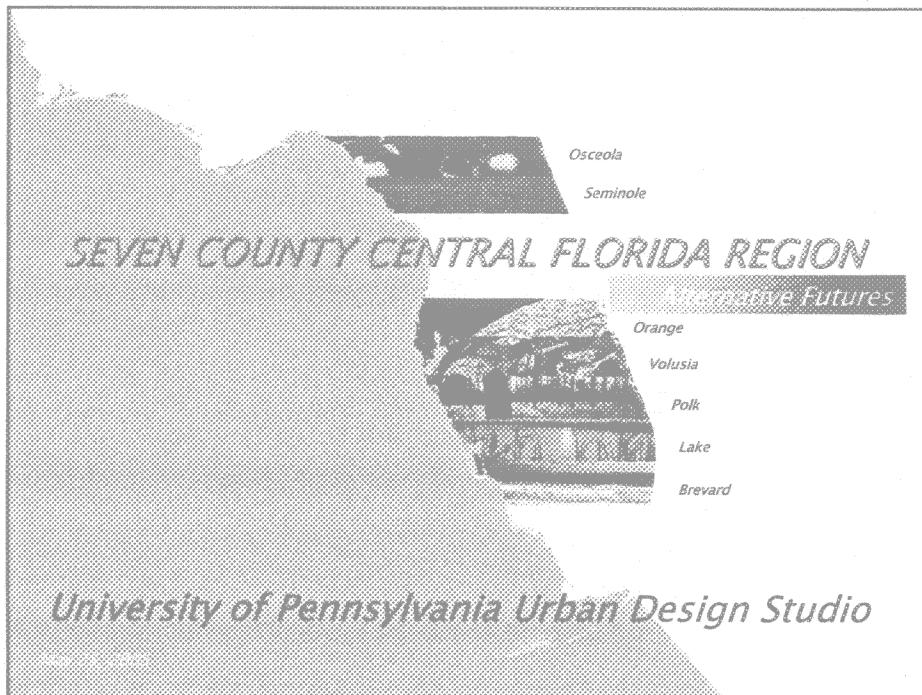


## Regional Understanding Through Knowledge



## Declining Natural Resource Assets





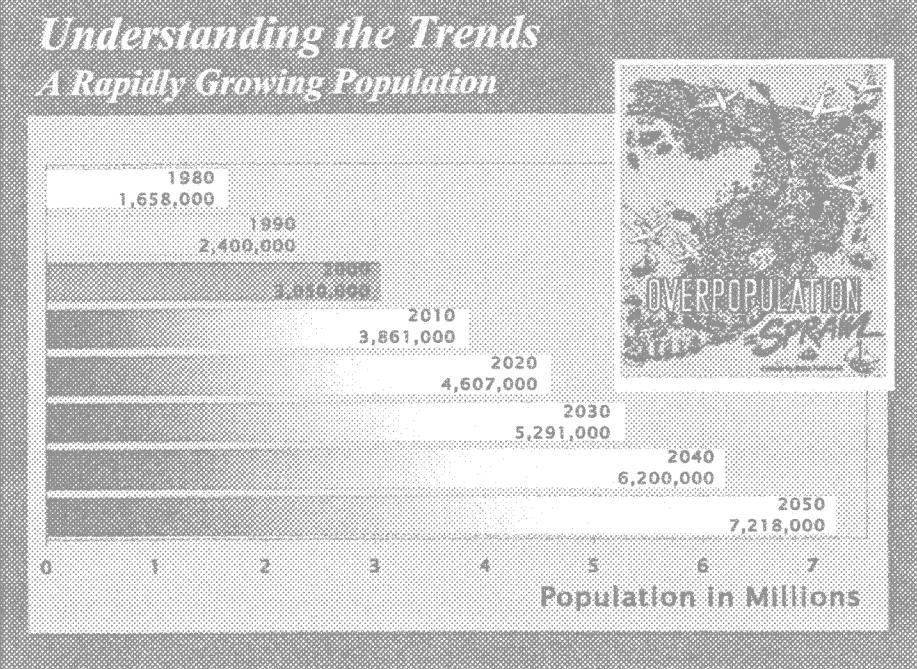
*Understanding the Pattern of Growth  
PennDesign Central Florida*

- Outside entity studied  
Central Florida growth
- Provided population  
projections
- Provided projected future  
and alternative future models

Economy • Transportation • Environment • Development  
Status – Trends - Alternatives

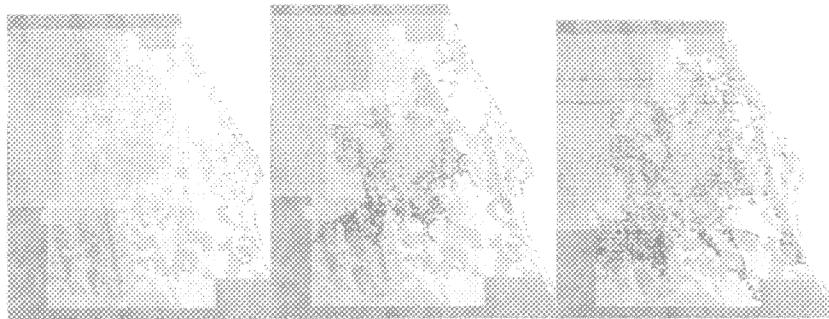
## *Understanding the Trends*

### *A Rapidly Growing Population*



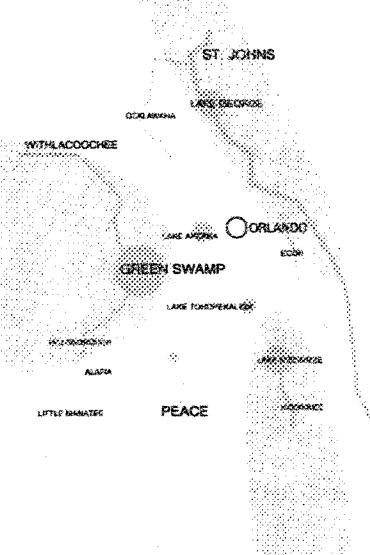
### *Population: Conclusions*

While the United States is expected to grow 47% between 2000 and 2050, the seven county region can anticipate growth of 136%.



## *Important Considerations*

*Custodians of Florida's Water*



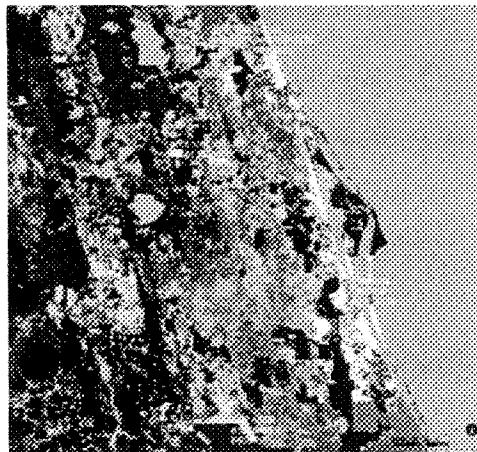
### Headwaters of Florida

- The Green Swamp
- The St John's River
- Kissimmee Chain (Everglades)

*These water systems originate within and spill beyond our region's boundaries*

## *Important Considerations*

*Conservation Agenda*

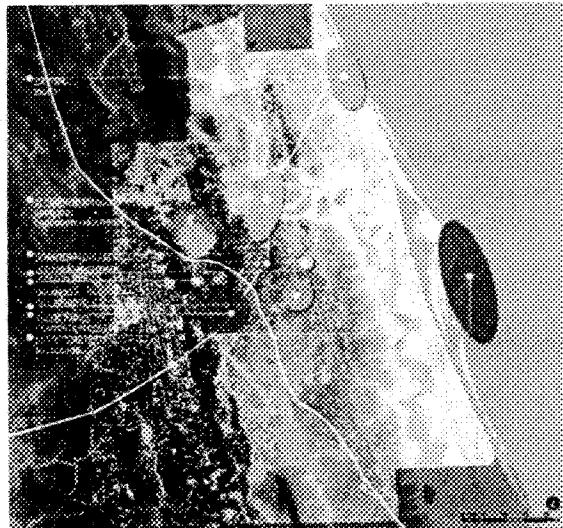


### Green assets

- Watersheds
- Species
- Communities
- Wetlands
- Forestry
- Landscapes
- Trails network

\*map research based upon Florida Forever, FNAI, TNC, & FLFWL Data.

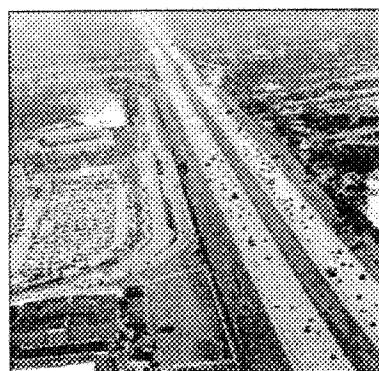
*Important Consideration*  
*Economic Activity Centers*



Region as an  
industry  
leader

Opportunity to  
redefine our  
economic  
identity

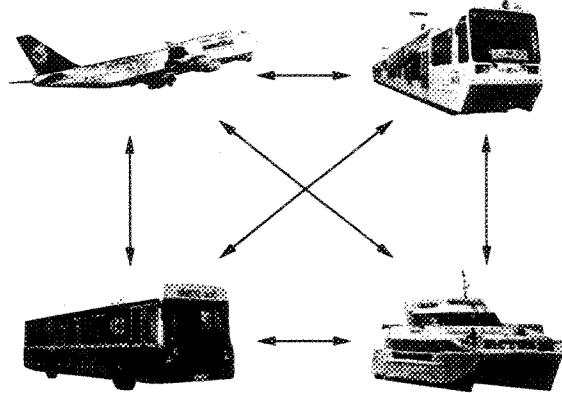
*Important Considerations*  
*Existing Transportation*



The magnitude of growth projected for the area will overload a road system that is already highly congested.

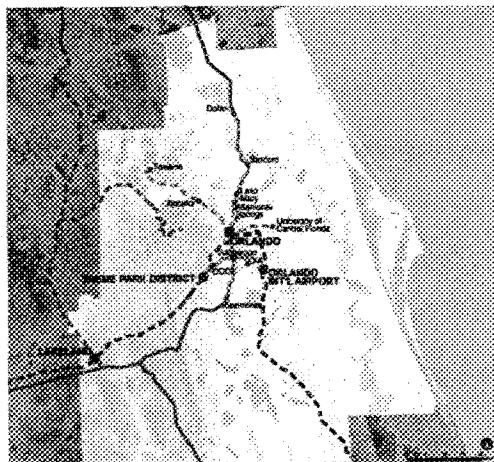
Transit would strengthen existing centers, anchor future growth, relieve strain on the road system, and help protect the air quality and fragile ecosystem of central Florida.

## *Regional Mass Transit*



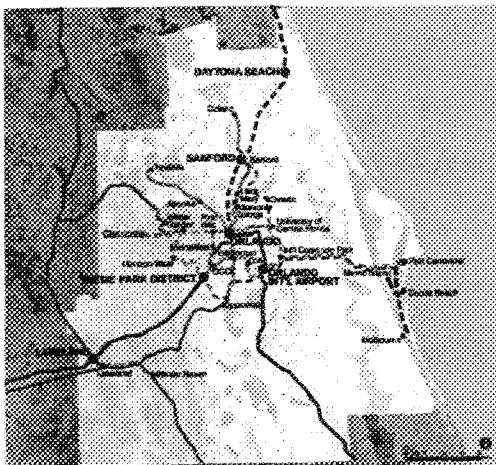
Create balanced multi-modal mass transit network to encourage compact development

## *Regional Mass Transit 2010*



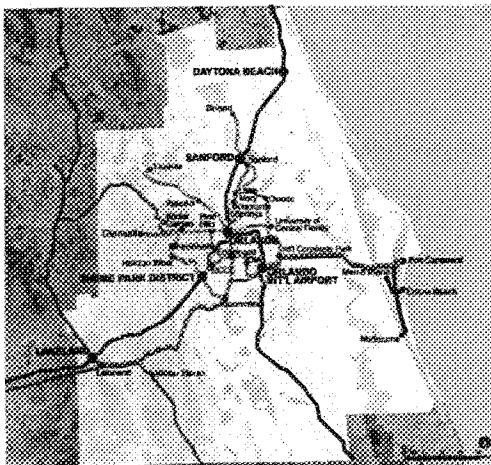
- High Speed Rail
  - Light Rail
  - Ferry
  - Freight Rail
  - Operational
  - \*\*\*\* Under Construction
  - Major Node
  - High Speed Stop

## *Regional Mass Transit* 2020



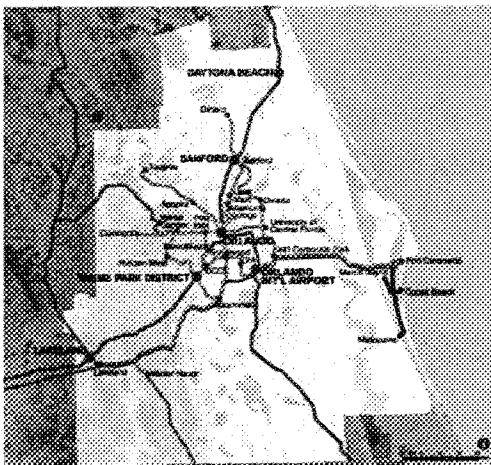
- High Speed Rail
- Light Rail
- Ferry
- Freight Rail
- Operational
- Under Construction
- Major Node
- High Speed Stop

## *Regional Mass Transit* 2030



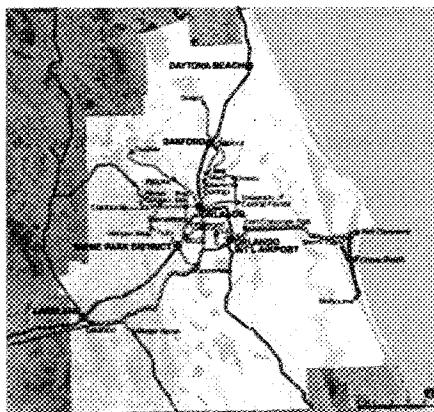
- High Speed Rail
- Light Rail
- Ferry
- Freight Rail
- Operational
- Under Construction
- Major Node
- High Speed Stop

## *Regional Mass Transit 2040*



- High Speed Rail
- Light Rail
- Ferry
- Freight Rail
- Operational
- Under Construction
- Major Node
- High Speed Stop

## *Regional Mass Transit 2050*



- High Speed Rail
- Light Rail
- Ferry
- Freight Rail
- Operational
- Under Construction
- Major Node
- High Speed Stop

High Speed Rail helps create globally competitive business centers

Regional rapid transit balances the transportation system and supports higher densities

A new regional freight rail system takes trucks off the highways and provides better connections

### *Alternative Development Strategies*

Identify areas for increased density based on access to transit systems

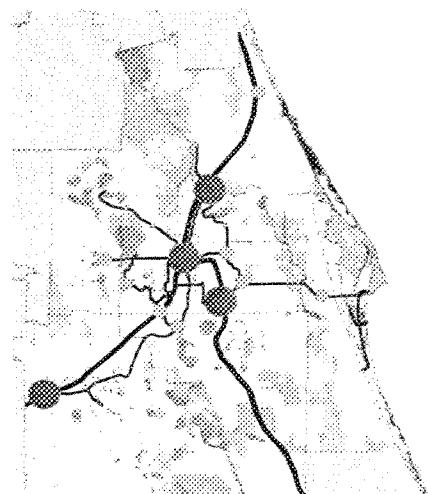
Create compact communities with specific urban design plans

Provide current and future residents with a variety of affordable, quality housing options

### *Identify Areas for Increased Densities*

Create higher density zones in selected areas

- Super Nodes
- Nodes
- Micro Nodes
- Light Rail
- High Speed Rail
- Ferry



## *Identify Areas for Increased Densities*

Super Nodes:      *Approximate Population Accommodated by 2050*

• Sanford	160,000
• Downtown Orlando	100,000
• Airport City	450,000
• Lakeland	135,000

Nodes:

*Approximate Population Accommodated by 2050*

Kissimmee	55,000
Horizon West	55,000
International Corporate Park	55,000
Daytona Beach	55,000
Port Canaveral	55,000
UCF	55,000
Clermont	55,000
South I-Drive	55,000

## *Identify Areas for Increased Densities*

Corridors:

**High Level:** Average Density at buildout = 6,000 Units/Linear Mile

- Sanford - Kissimmee
- Orlando - UCF
- Orlando International Airport - Sanford

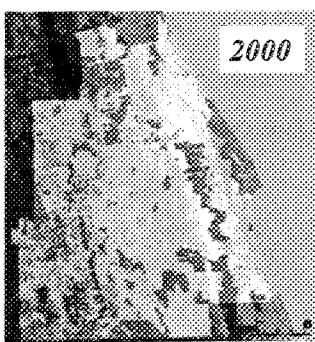
**Low Level:** Average Density at buildout = 3,840 Units/Linear mile

- West 50
- Winter Garden – Kissimmee
- Golden Triangle - Orlando
- Light Rail Connection – South I-Drive

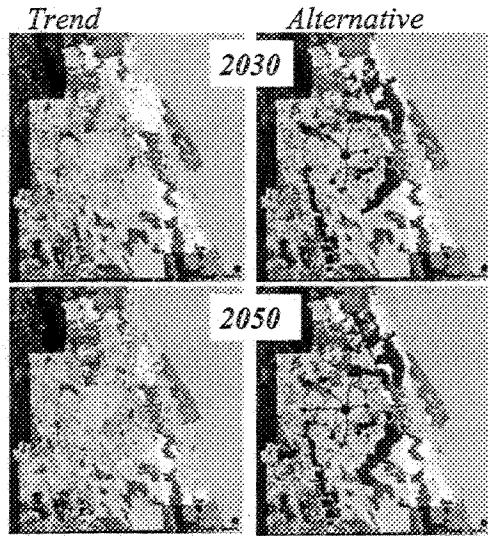
### *Development: Conclusions*

Low density development dominates the landscape: continued fragmented and sprawling development will result in an exhaustion of land and resources.

*PennDesign Study for “myregion.org”  
University of Pennsylvania Urban Design Studio*



Smart Growth  
Integration of ...  
Best development practices  
Land conservation  
Transportation  
Vision.....



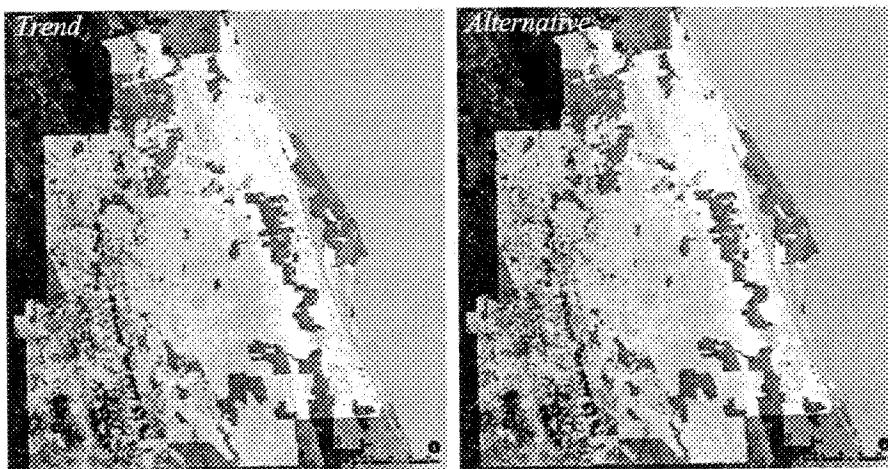
*PennDesign Central Florida*

## *Costs of the Alternative Model*

	Acres	Cost/Acre	Total Cost
Urbanization costs for new development	420,410	\$90,000	\$37.8 Billion
Infrastructure costs for redevelopment	328,904	\$20,000	\$6.6 Billion
Conservation land acquisition	724,429	\$25,000	\$18.1 Billion
High-speed rail, transit, freight, ferry			\$ 27.9 Billion
<b>TOTAL COSTS OF ALTERNATIVE MODEL</b>			<b>\$90.4 Billion</b>
<b>TOTAL COSTS OF TREND MODEL</b>			<b>\$116.7 Billion</b>

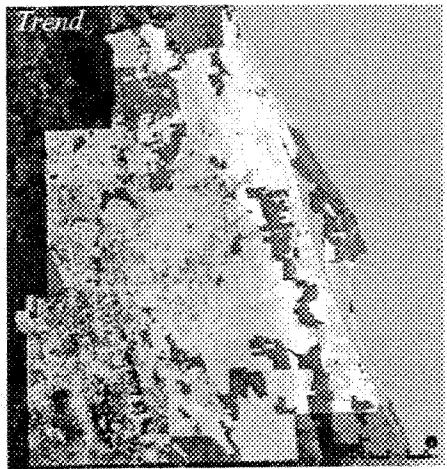
TOTAL COST SAVINGS WITH ALTERNATIVE MODEL = \$26.3 BILLION  
*INCLUDING costs for transit and environmental land acquisition...for a far superior form of development*

## *Phase I: 2000*

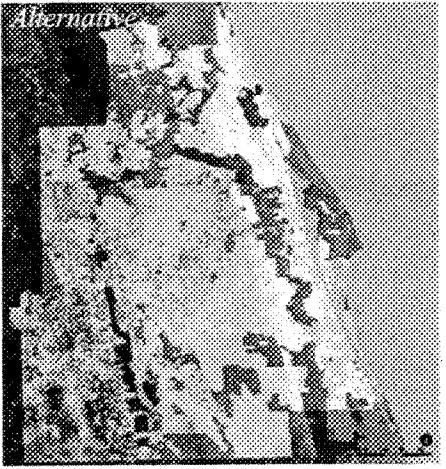


*Phase I: 2010*

*Trend*



*Alternative*

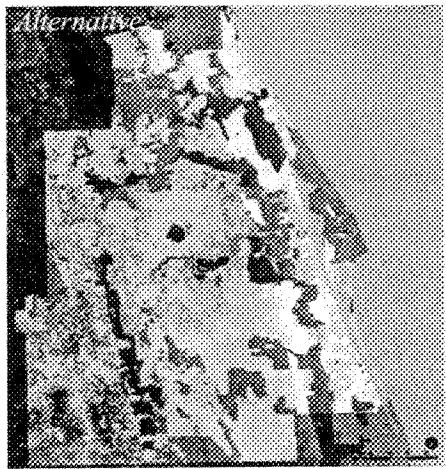


*Phase II: 2020*

*Trend*

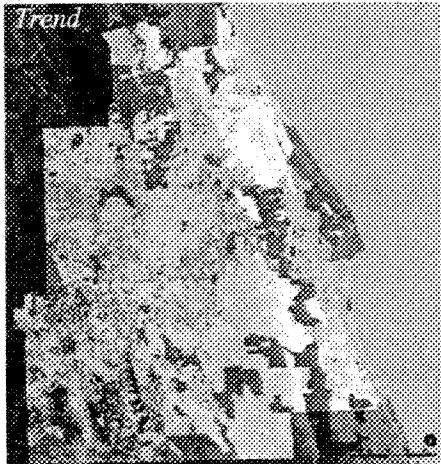


*Alternative*

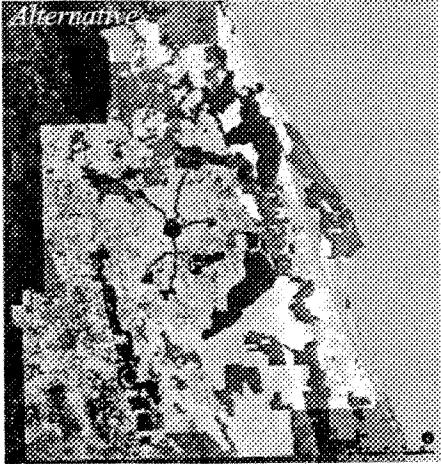


*Phase III: 2030*

*Trend*

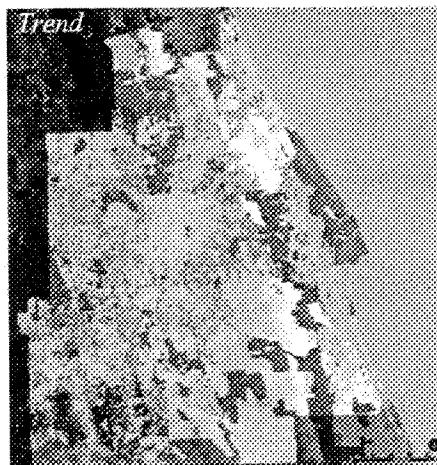


*Alternative*

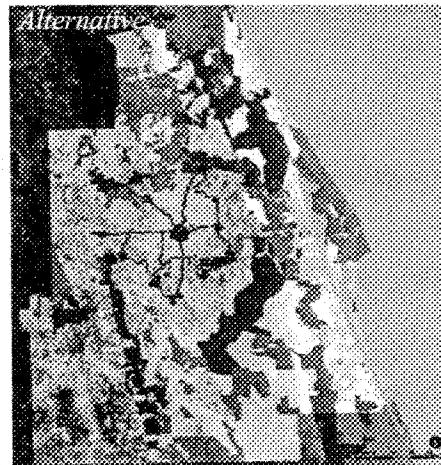


*Phase IV: 2040*

*Trend*

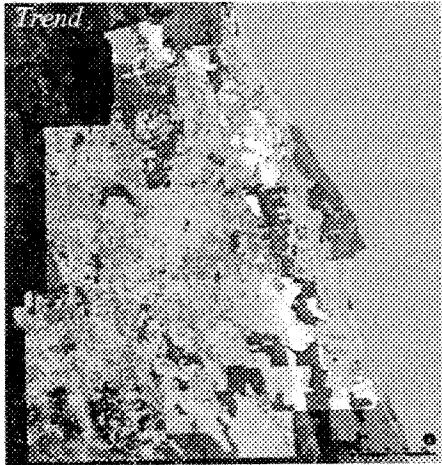


*Alternative*



*Phase V: 2050*

*Trend*



*Alternative*



This presentation is not a plan,  
it is an illustration  
of an alternative planning process.

The trend is not inevitable,  
the Central Florida Region  
can choose its future.

## Implications of the Trend Model on Natural Assets of Central Florida?



Trend Model projects that 610,871 acres of environmentally sensitive lands will be developed between 2000 and 2050

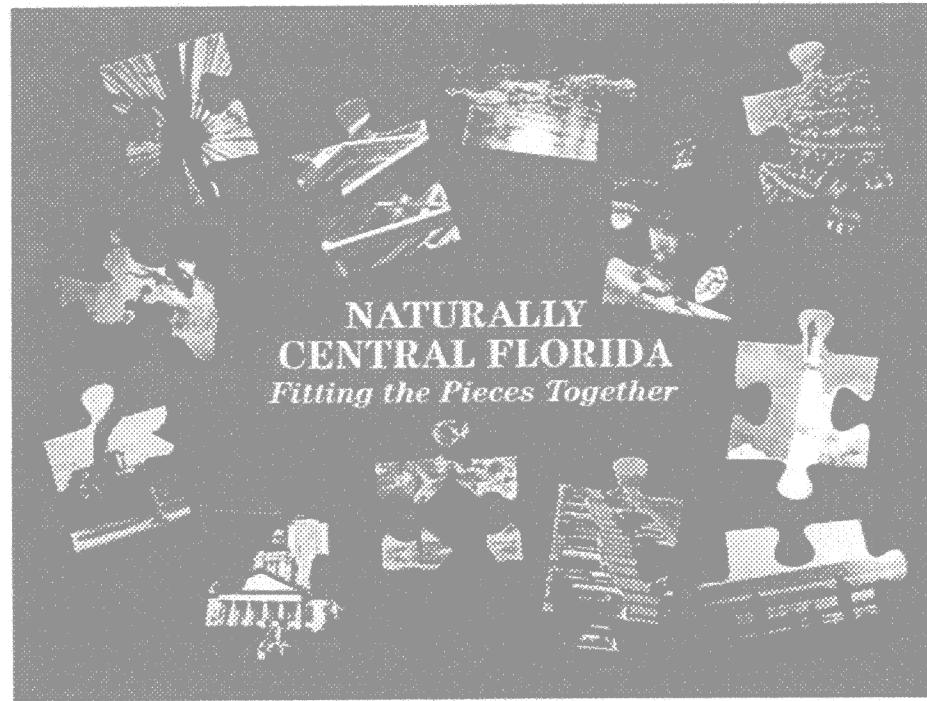
## Naturally Central Florida *Putting the Pieces Together*

A Community Partnership Organized By



UNIVERSITY OF CENTRAL FLORIDA  
METROPOLITAN CENTER FOR REGIONAL STUDIES





## What Makes Naturally Central Florida Different?

- First time looking at region holistically, rather in segments
- Targeting widespread regional support for entire effort
- Working with business and development communities



## Tools: Growth Management & Environmental Protection

- Regulatory Tools

- ✓ Zoning
- ✓ Environmental Standards
- ✓ Mitigation
- ✓ Public Health, Safety, Welfare Issues
- ✓ Eminent Domain

- Non Regulatory Tools

- ✓ Land Acquisition -
- ✓ Positive Incentive Programs
- ✓ Amnesty Programs
- ✓ Education

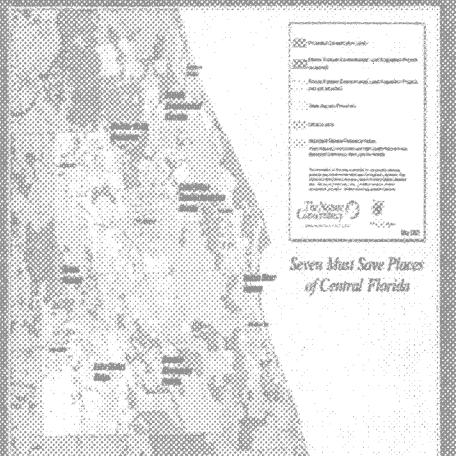
## How Do We Change this Future?

- ✓ Identify "must save" places
- ✓ Educate the general public and elected officials on importance of these areas
- ✓ Create and implement regional land preservation strategy
- ✓ Change development patterns



## Seven “Environmental Jewels”

- St. Johns Mosaic & Econlockhatchee
- Indian River Lagoon
- Greater Kissimmee Prairie (Everglades Headwaters)
- Volusia Conservation Corridor
- Green Swamp
- Wekiva-Ocala Greenway
- Lake Wales Ridge



Seven Must-Save Places of Central Florida

## The Loss of Non-Renewable Natural Resources is Permanent *With Those Losses Come Lost Economic Value and Opportunity*

- Direct Economic Values
- Indirect Economic Values
- Option Values
- Quality-of-Life Values



ELKHORN SHELL (Volusia County)  
Endangered - Science-Heritage-Challenge



Florida Manatee

## Direct Economic Values

- Beach Tourism in Florida - \$53.4 billion (2002)
  - Wildlife Viewing - \$2 billion (FWCC, 2000)
  - Saltwater Recreational Fishing - \$4.5 billion (FWCC, 2000)
  - Indian River Lagoon - \$750 million annually (IRL Program, 1995)
  - Port Canaveral - \$1.6 billion (1999)
- Indirect Economic Values
  - Option Values
  - Quality-of-Life Values

## What's at Risk?



Dr. Jerry Ault (U. Miami RSMAS)

\*a single fish could bring \$5,500 a year into the Keys  
and more than \$70,000 in its 20-year life span.

## Protecting Natural Assets through Land Acquisition

\$3 Billion - Preservation 2000  
\$3 Billion - Florida Forever  
Over \$1.5 billion - Local Government Programs



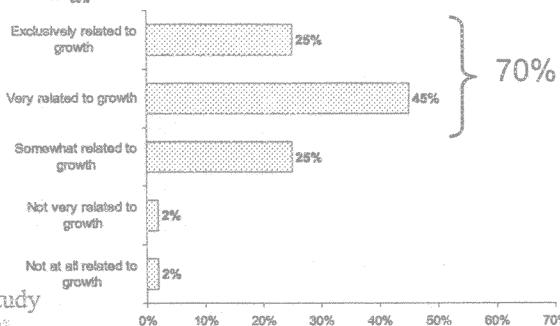
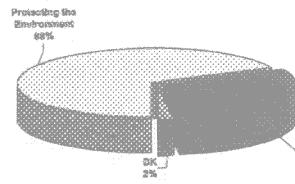
*Preservation 2000 and Florida Forever – Economic Incentive Programs  
What is the Next Chapter in Florida's Conservation Legacy???*



## Community Values

*The environment outweighs economic growth as most important to Central Floridians*

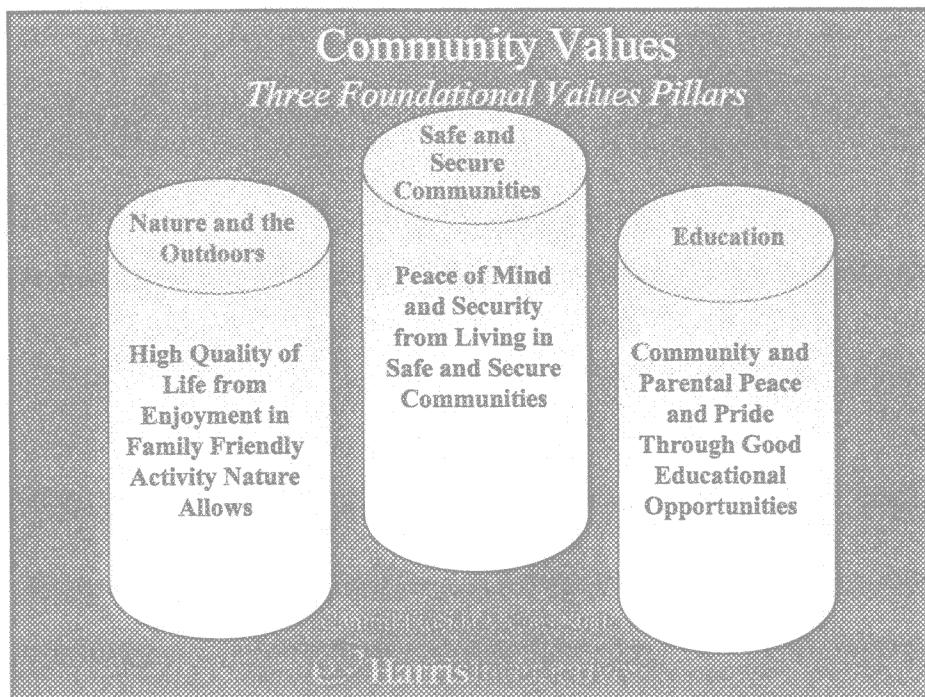
<http://www.myregion.org/>



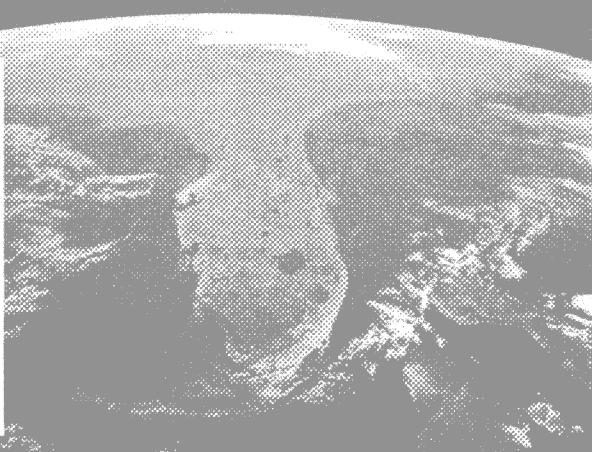
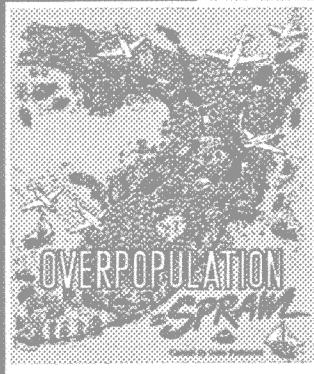
Central Florida's problems and challenges linked to growth ...



Central Florida Values Study  
HarrisInteractive®



Reconciling the need for economic development  
and conservation of natural resources



It's NOT about "*BALANCE*"...  
It's about smart growth planning and implementation



# Florida Impact Fee Review

## Task Force

Rip Colvin, Executive Director

Legislative Committee on Intergovernmental Relations

February 21, 2006

# Florida Impact Fee Review Task Force

- The Task Force was made up of 15 members appointed by the Governor, President of the Senate, the Speaker of the House of Representatives, and the designee of the Secretary of the Department of Community Affairs.
- The Task Force surveyed and reviewed the current use of impact fees as a method of financing local infrastructure to accommodate new growth and current case law controlling the use of impact fees.
- The Task Force submitted its report to the Governor, President of the Senate and Speaker of the House of Representatives on February 1, 2006.
- The Task Force was staffed by the Legislative Committee on Intergovernmental Relations.

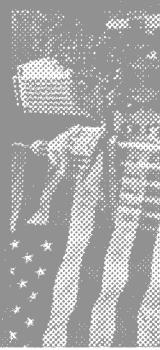


Legislative Committee on Intergovernmental Relations

# Task Force's Charge

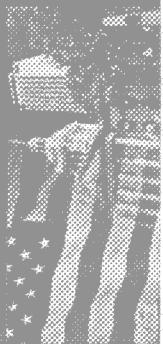
To the extent feasible, the review included consideration of the following:

- (a) Local government criteria and methodology used for the determination of the amount of impact fees.
- (b) Application and relative burden of impact fees in different areas of the state in relation to other methods of financing new infrastructure.
- (c) The range of use of impact fees as a percentage of the total capital costs for infrastructure needs created by new development.
- (d) The methods used by local governments for the accounting and reporting of the collection and expenditure of all impact fees.



# Task Force's Charge (Cont.)

- (e) Notice provisions prior to adoption and the effective date of local ordinances creating a new impact fee or increasing an existing impact fee.
- (f) Interlocal agreements between counties and cities to allocate impact fee proceeds between them.
- (g) Requirements and options related to timing of impact fees payments.
- (h) The importance of impact fees to the ability of local government to fund infrastructure needed to mitigate the impacts of development and meet statutory requirements for concurrency.
- (i) Methods used by local governments to ameliorate the effect of impact fee costs on affordable housing.



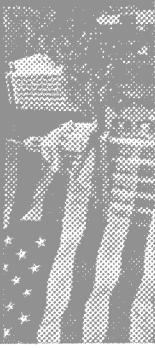
Legislative Committee on Intergovernmental Relations

# Task Force Report

*(submitted on February 1, 2006)*

## Findings

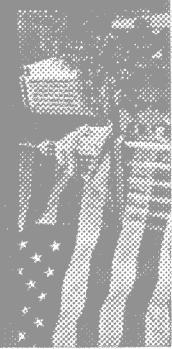
- The Task Force recognized that the use and amount of impact fees in Florida has risen dramatically in the past decade.
- This is a result of Florida's rapid population growth, the rising cost of land and building infrastructure, along with decreasing state and federal revenues for local infrastructure.
- Consequently, the Task Force found that local governments do not have adequate revenue generating resources to keep up with infrastructure demands in Florida.



Legislative Committee on Intergovernmental Relations

## Recommendations – Statutory Guidance

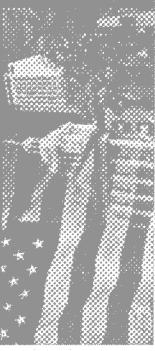
- Require local governments to use the most recent and localized data when determining the amount of impact fees;
- Require that local governments imposing impact fees include a significant affordable housing provision;
- Require that local governments account and report impact fee collections and expenditures;
- Require that local governments provide a time period of not less than 90 days between an impact fee adoption and its effective date; and
- Limit administrative charges levied by local governments for impact fee collections to no more than actual costs.



Legislative Committee on Intergovernmental Relations

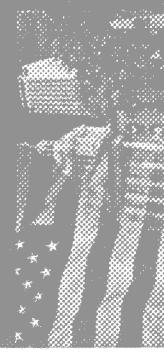
## **Recommendations - Additional Funding Sources for Infrastructure**

- Authorize passage of the Local Option Sales Tax, which includes the Local Government Infrastructure Surtax and the Small County Surtax by majority or supermajority vote of the Board of County Commissioners, and the School Capital Outlay Surtax by majority or supermajority vote of the District School Board, as an option to the referendum requirement;
- Increase the bonding capacity of County Revenue Sharing Dollars;
- Find an alternative funding source to augment the PECO fund;
- Fully fund the Sadowski program, and dedicate the funds for affordable housing units; and
- Authorize all local governments to assess a Documentary Stamp Surtax, similar to Miami-Dade County's \$0.45 per \$100.



# Recommendations - No Statutory Guidance

- Methodology used to calculate impact fees;
- Sharing of impact fees between counties and cities;
- Timing of impact fee payments;
- Time limits for the expenditure of impact fee collections and impact fee refunds;
- Changing the legal burden of proof for impact fee challenges;
- A presumptively unchallengeable impact fee;
- Impact fee caps;
- A model impact fee ordinance; and
- Impact fee credits.



# Conclusion

The Task Force believes that these recommendations offer Florida's citizens, homebuilders and developers the fairness and predictability with respect to impact fees that they seek, while maintaining Florida's local governments' ability to address infrastructure needs within their jurisdictions, in a manner consistent with their home rule powers guaranteed by the Florida Constitution.



# Task Force Contact Info

**Website:** <http://fcn.state.fl.us/lcir/taskforce.htm>

## Mail and Phone:

Florida Impact Fee Review Task Force  
c/o Legislative Committee on Intergovernmental Relations  
Legislative Mail Services  
Tallahassee, Florida 32399-1300  
850-488-9627  
850-487-6587 – Fax

**Staff:**  
Rip Colvin, LCIR Executive Director  
Cris Martinez, Lead Analyst  
Sandy Brooks, Senior Administrative Assistant



Legislative Committee on Intergovernmental Relations

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- Community Development Block Grant Program
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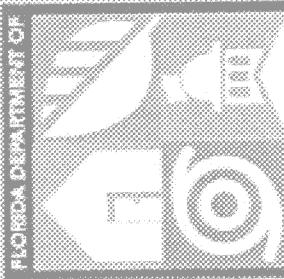
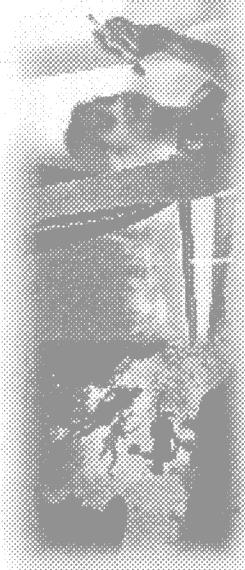
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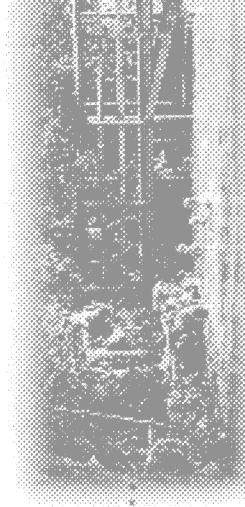
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**FLORIDA DEPARTMENT OF COMMUNITY AFFAIRS  
THADDEUS L. COHEN, AIA, SECRETARY**

2515 Stewart Drive, Tallahassee, Florida 32399-2700  
Fax: 850-488-5466

[www.dca.state.fl.us](http://www.dca.state.fl.us)



# A Pay As You Grow Plan For Florida's Future

IMPLEMENTING FLORIDA'S LANDMARK NEW GROWTH LAWS

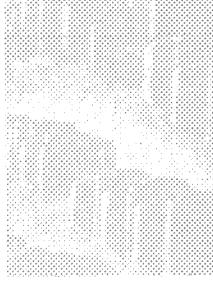
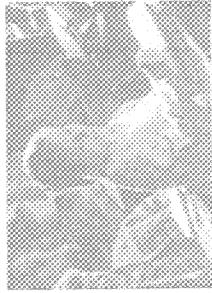
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February 21, 2006

Thaddeus L. Cohen, AIA, Secretary  
Department of Community Affairs

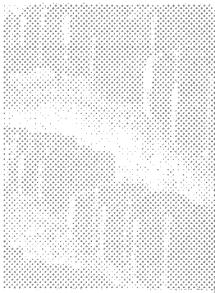
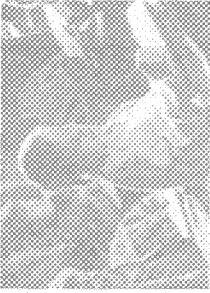
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- Objectives of New Law
- State Investment
- Interagency Implementation
- Implementation Goals
- Technical Assistance Funding Proposed FY 2006-07



# Objectives of New Law

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- **Interagency Teams**

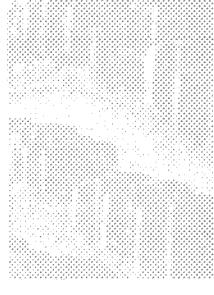
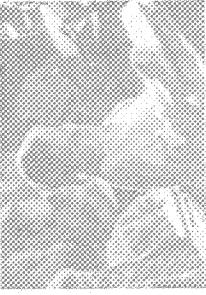
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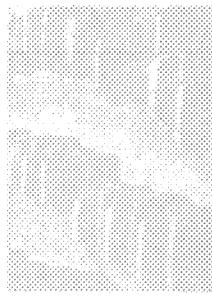
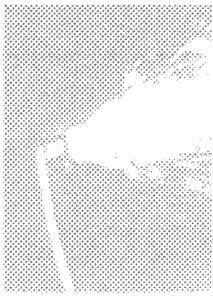
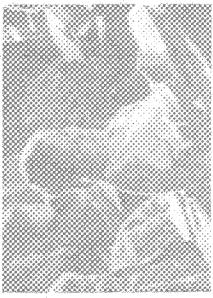
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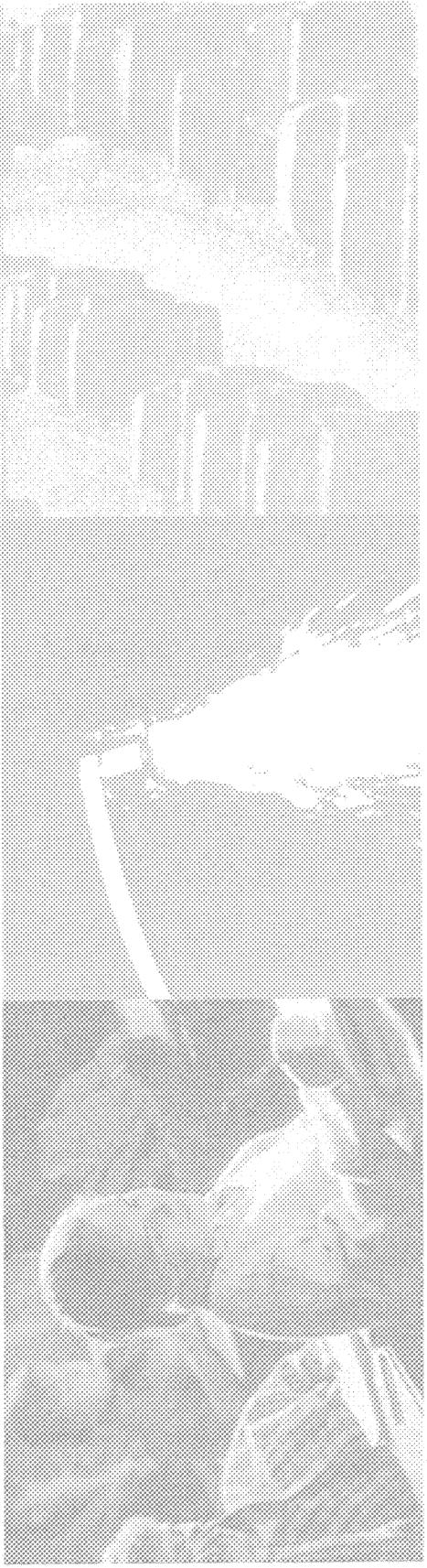
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February 21, 2006

A Pay As You Grow Plan For Florida's Future

12

IMPLEMENTING FLORIDA'S LANDMARK NEW GROWTH LAWS



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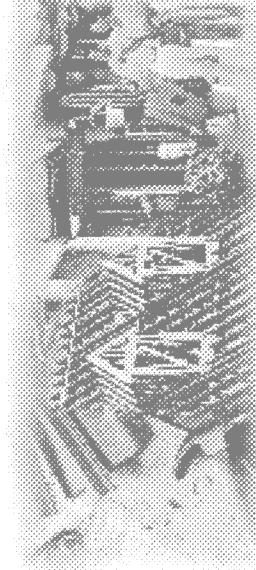
**Thaddeus L. Cohen, AIA, Secretary**  
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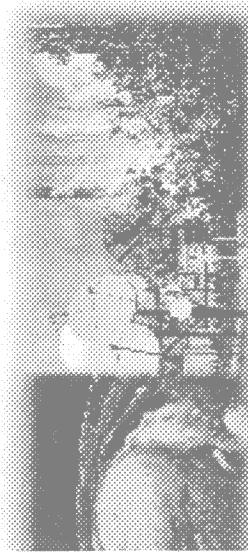
**Colleen M. Castille, Secretary**  
Department of Environmental Protection





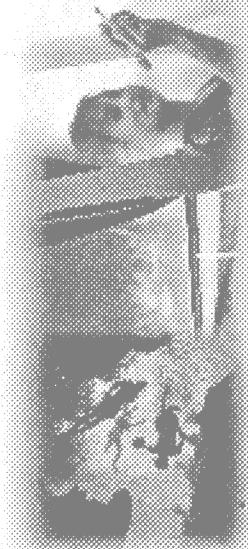
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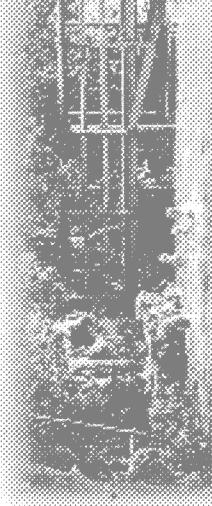
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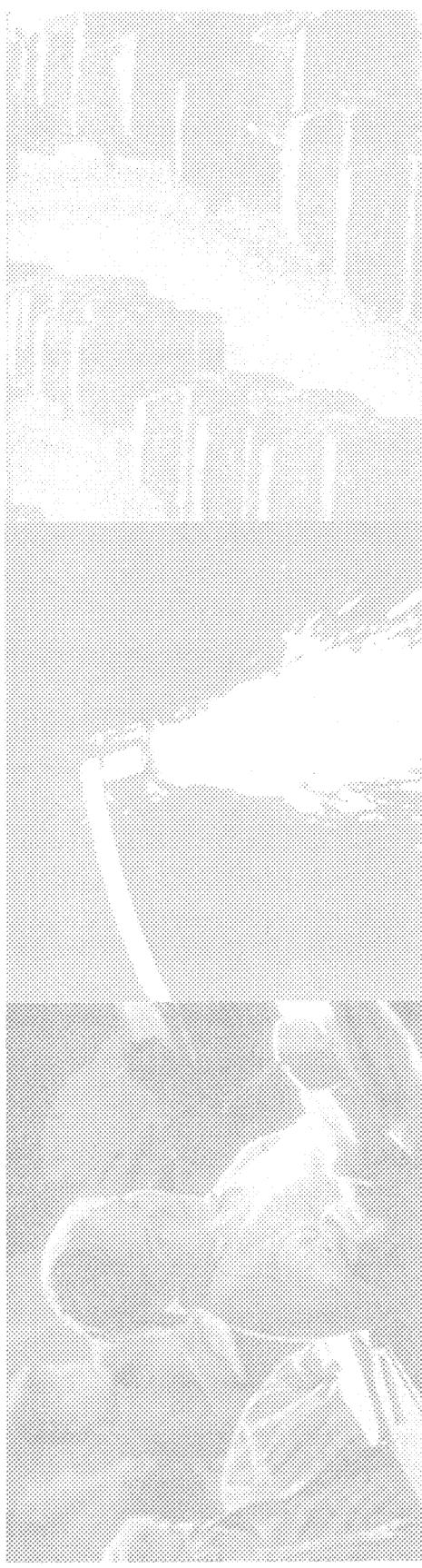


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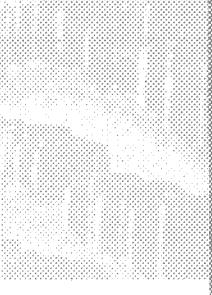
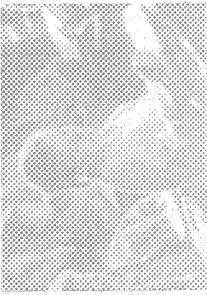
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February 21, 2006      A Pay As You Grow Plan For Florida's Future  
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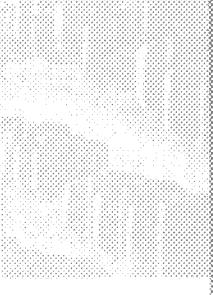
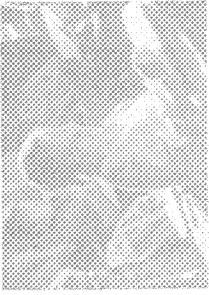
Florida Department of Transportation

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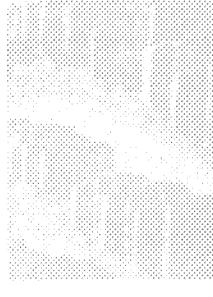


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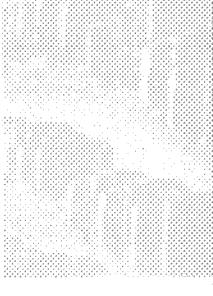
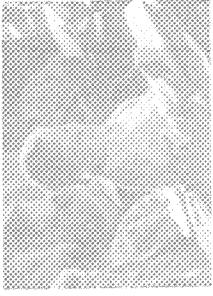
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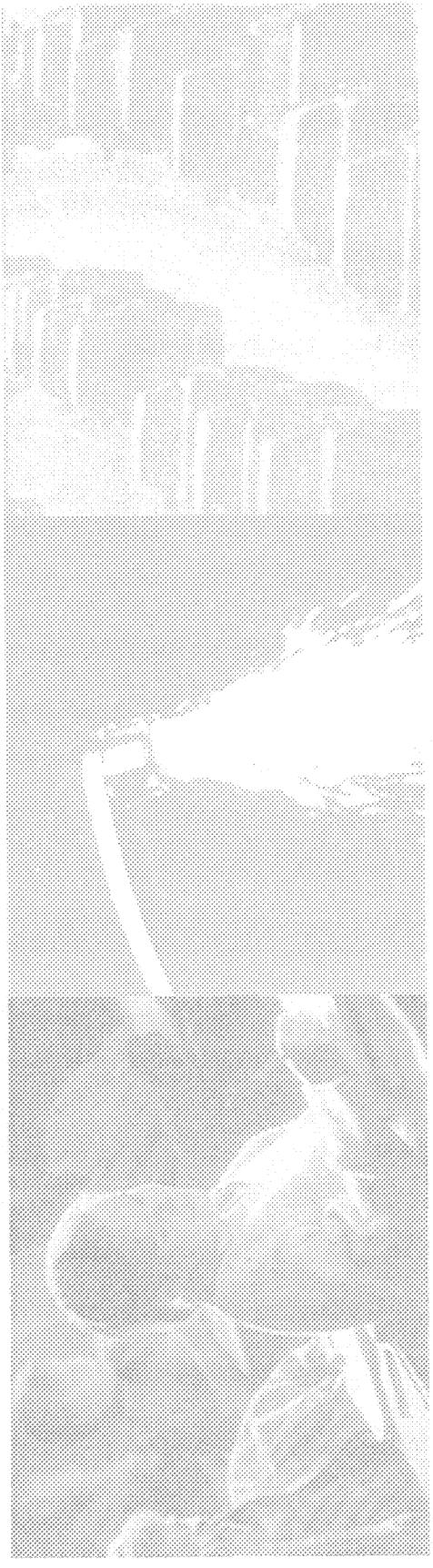
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